

USAir

OST-95-206-7

**BEFORE THE
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.**

DEPARTMENT OF TRANSPORTATION

95 MAR 14 PM 4:37

DOCKET SECTION

U.S.-TORONTO SERVICE PROCEEDING

Docket 50168

**DIRECT EXHIBITS
OF
USAIR, INC.**

Communications with respect to this document should be sent to:

James T. Lloyd
Executive Vice President
and General Counsel
Frank J. Cotter
Assistant General Counsel
USAIR, INC.
Crystal Park Four
2345 Crystal Drive
Arlington, VA 22227
(703) 418-5220

Richard D. Mathias
Frank J. Costello
Cathleen P. Peterson
ZUCKERT, SCOUTT &
RASENBERGER, L.L.P.
888 17th Street, N.W.
Suite 600
Washington, D.C. 20006
(202) 298-8660

Counsel for USAir, Inc.

March 14, 1995

Note: See letter of correction attached

USAir

Docket 50168
Table of Contents
Page 1 of 3

USAir's Direct Exhibits

Table of Contents

Exhibit No.	Description	Number of Pages
US-101	USAir's Pittsburgh-Toronto Route	1
US-102	Connecting Services to/from Toronto	1
US-103	USAir's Gate Arrangement at Toronto	1
US-104	USAir Ranks Second in Total O&D Traffic at Toronto	1
US-105	USAir Ranks Second Among Major US Carriers Serving Toronto	1
US-106	USAir's Pittsburgh-Toronto Service Offers Single Carrier Benefits to 95 Beyond Cities with 3.5 Million Passengers	1
US-107	USAir is Pittsburgh's Largest Carrier	1
US-108 thru	Not Used	
US-199		
US-200	Introductory Narrative To USAir's Schedule Exhibits	2
US-201	USAir's Proposed Pittsburgh-Toronto Schedule	2
US-202	USAir's B-757 Seat Configuration	1
US-203	USAir's Operational Fleet	1

USAir

Docket 50168
Table of Contents
Page 2 of 3

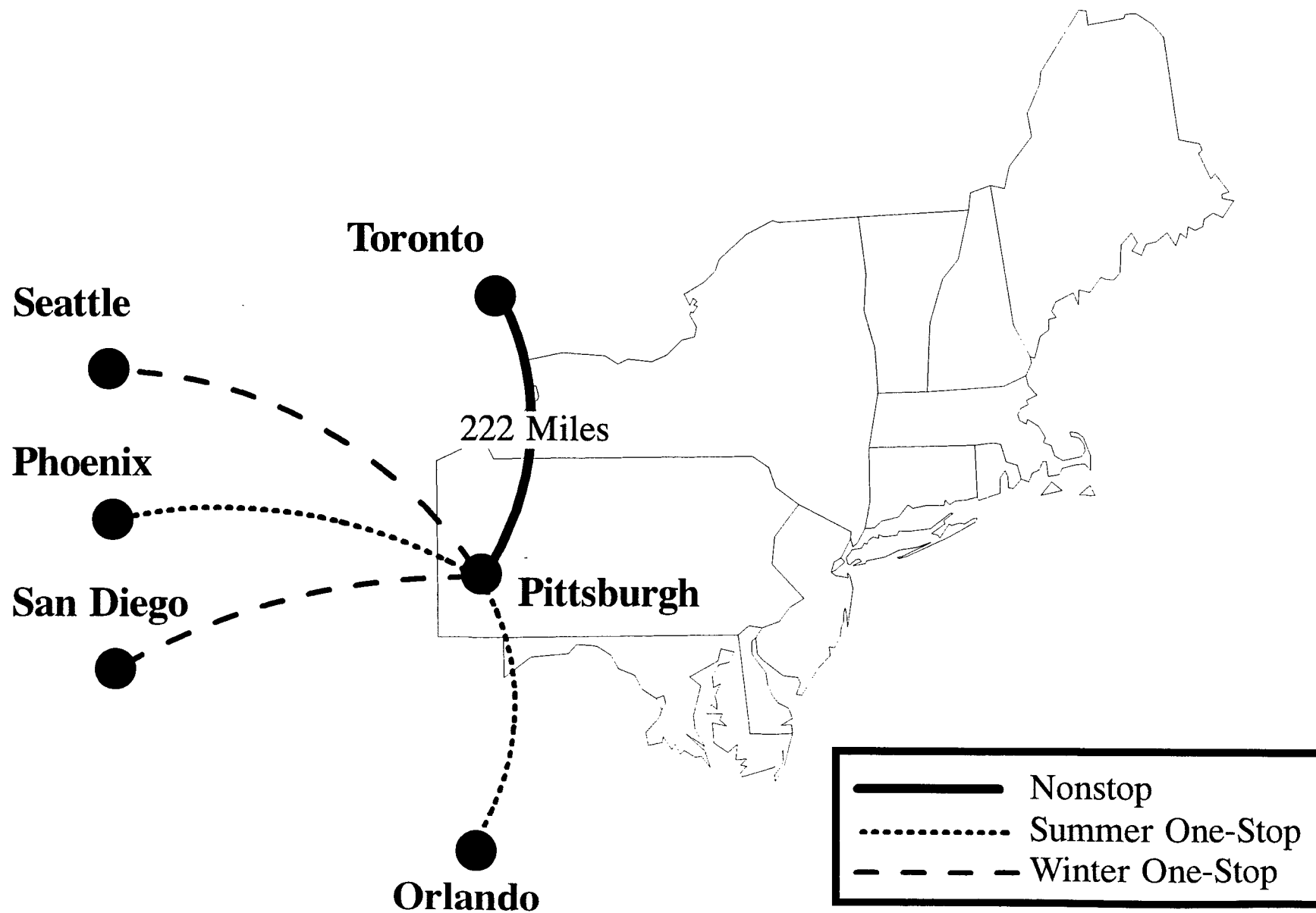
US-204	Pittsburgh-Toronto Connecting Opportunities	4
US-205	Airport Decoder for USAir's Connecting Services	2
US-206 thru	Not Used	
US-249		
US-250	Introductory Narrative to USAir's Fare Exhibits	4
US-251	Pittsburgh-Toronto Fares	2
US-252	Pittsburgh-Orlando Fares	2
US-253	Pittsburgh-Phoenix Fares	2
US-254	Pittsburgh-San Diego Fares	2
US-255	Pittsburgh-Seattle Fares	2
US-256	Summary of Fare Rules and Conditions	1
US-257	Pittsburgh-Toronto Weighted Average Fares	2
US-258	Pittsburgh-Orlando Weighted Average Fares	2
US-259	Pittsburgh-Phoenix Weighted Average Fares	2
US-260	Pittsburgh-San Diego Weighted Average Fares	2
US-261	Pittsburgh-Seattle Weighted Average Fares	2
US-262	USAir's Weighted Average Fare for its Nonstop and Direct Service	1

USAir

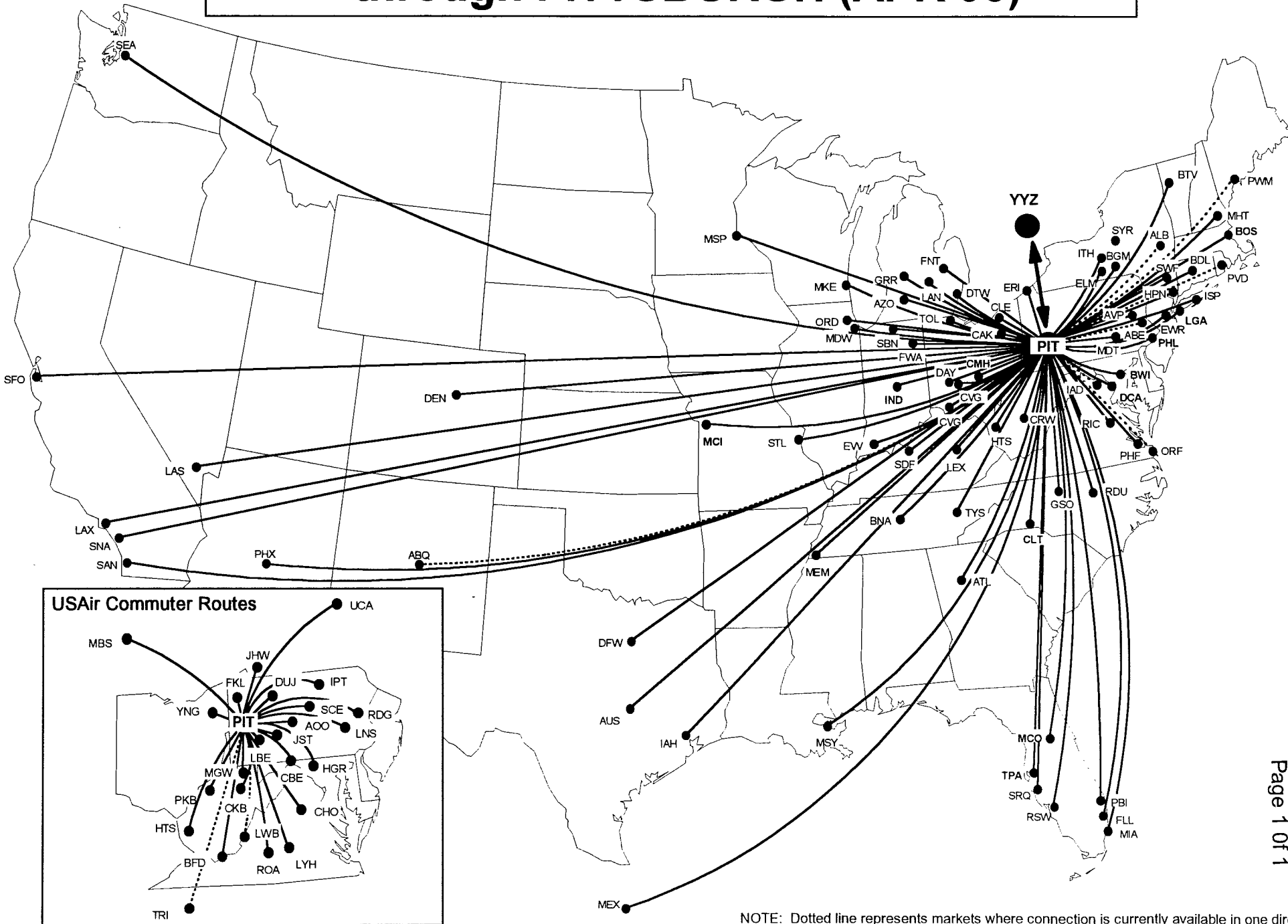
Docket 50168
Table of Contents
Page 3 of 3

US-263 thru	Not Used	
US-299		
US-300	Introductory Narrative to USAir's Traffic Exhibits	3
US-301	USAir's U.S.-Toronto Traffic Forecast	2
US-302 thru	Not Used	
US-399		
US-400	Introductory Narrative to USAir's Financial Exhibits	1
US-401	USAir's Profit and Loss Statement for Pittsburgh-Toronto Service	1
US-402	USAir's Domestic/Transborder Unit Cost	1
US-403	USAir's Pittsburgh-Toronto Operating Statistics	1
US-404	USAir's US-Toronto Revenue Forecast	3
US-500	Response To Interrogatories	

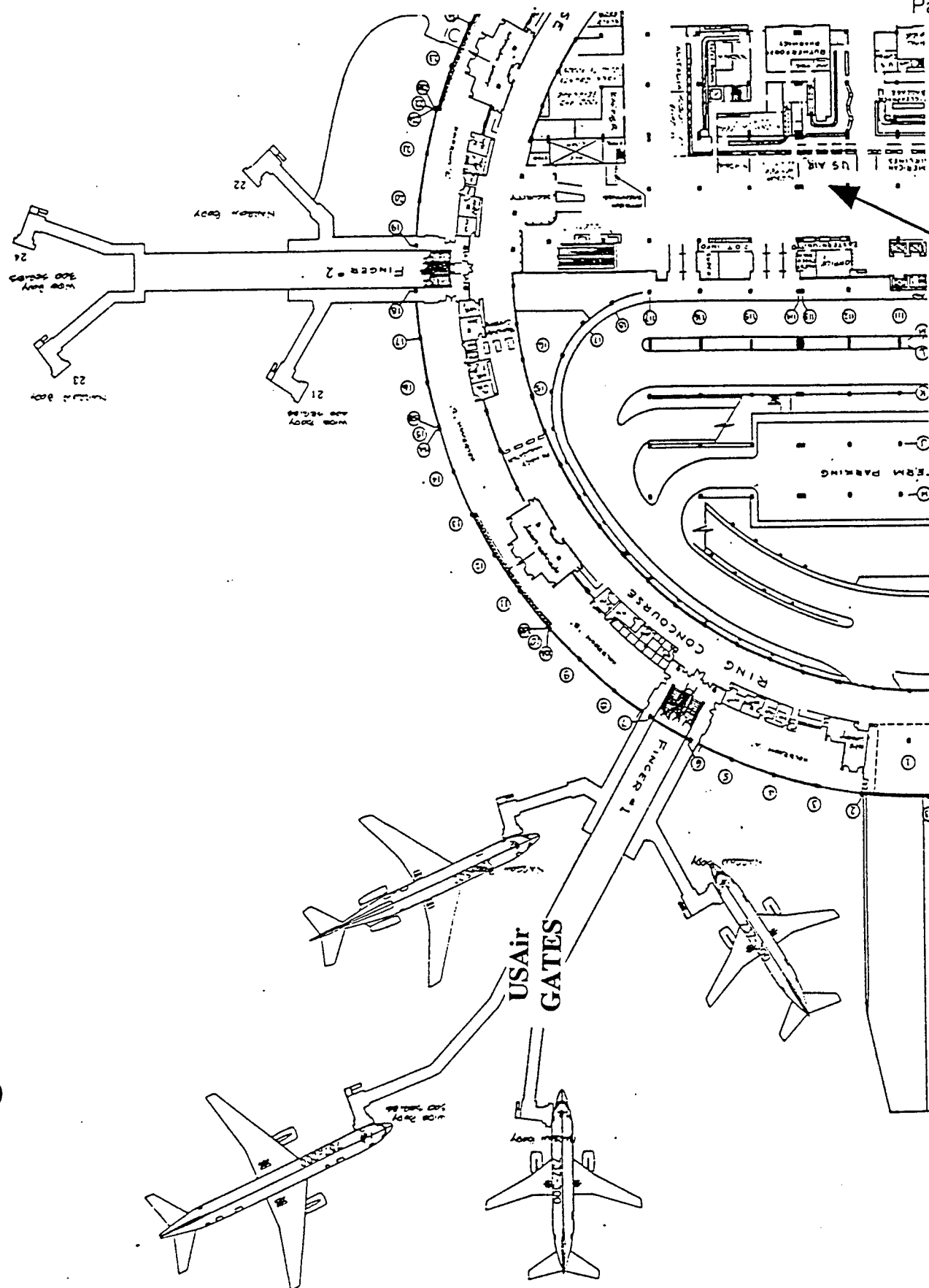
USAir's Pittsburgh-Toronto Route



CONNECTING SERVICE to/from TORONTO through PITTSBURGH (APR 95)



NOTE: Dotted line represents markets where connection is currently available in one direction only.



US Air Gate Arrangement at Toronto

USAIR RANKS SECOND IN TOTAL O&D TRAFFIC AT TORONTO
YEAR ENDING 2nd QUARTER 1994

<u>RANK</u>	<u>CARRIER</u>	<u>TOTAL TRAFFIC</u>	<u>ENPLANEMENTS/ DAY</u>
1	AA	1,092,977	1,497
2	US	514,404	705
3	DL	416,206	570
4	UA	370,426	507
5	NW	359,034	492

SOURCE: DB1A

USAIR RANKS SECOND AMONG MAJOR US CARRIERS SERVING TORONTO

BASED ON DEPARTURES

RANK	CARRIER	JET DEPARTURES (PER DAY)	EXPRESS DEPARTURES (PER DAY)	TOTAL DEPARTURES
1	DELTA	6	17	23
2	USAIR	12	8	20
3	AMERICAN	18	0	18
4	UNITED	6	0	6
5	NORTHWEST	5	0	5

Source: OAG December 1994

**SAIR'S PITTSBURGH-TORONTO SERVICE OFFERS SINGLE CARRIER BENEFITS
TO 95 BEYOND CITIES WITH 3.5 MILLION PASSENGERS**

<u>GATEWAY</u>	<u>SINGLE-CARRIER BEYOND GATEWAY CITIES</u>	<u>SINGLE-CARRIER BEYOND CITIES 1993 TRAFFIC</u>
PITTSBURGH	95	3,512,130

SOURCE: US-301.

Note: US-207 indicates that USAir serves 118 cities., The two round-trip services in USAir's service pattern will provide connections to 95 cities immediately.

USAIR IS PITTSBURGH'S LARGEST CARRIER

CITIES SERVED

JET/MIXED CITIES	92
EXPRESS	26
TOTAL	118

DEPARTURES

JET	338
EXPRESS	169
TOTAL	507

SOURCE: COMPANY RECORDS FOR APRIL 1995.

Introductory Narrative To USAir's Schedule Exhibits

Schedule

USAir's proposed schedules are shown at US-201. USAir is proposing two daily nonstops between Pittsburgh and Toronto with a 182 seat B-757 aircraft with 24 first class and 158 coach seats (US-202). Northbound service will leave Pittsburgh at 4:00 pm and 9:15 pm while Southbound service will operate at 7:30 am and 6:15 pm. For a short transition period, from April 1 through March 6th USAir will operate two DC-9 services between Pittsburgh and Toronto.

Single Plane Service

All the new flights will serve points beyond Pittsburgh on a single plane basis. In the summer roundtrip single plane one-stop service will be operated between Toronto and Seattle and Toronto and San Diego, while in the winter roundtrip single plane one-stop service will be operated between Toronto and Orlando and Toronto and Phoenix.

Connecting Services

The flights are timed to maximize connecting opportunities for passengers originating or terminating in Toronto. The two northbound flights are strategically timed to connect to the

afternoon and evening connecting banks in Pittsburgh while the southbound flights are timed to connect to the morning and evening connecting banks. Timing focuses on optimizing connections to cities west of Pittsburgh. Connections will be made to a total of 340 directional services in the four connecting banks.

Connecting Bank	Connecting Nonstop Service
Afternoon Northbound	68
Evening Northbound	97
Total Northbound	165
Morning Southbound	80
Evening Southbound	95
Total Southbound	175
Total Both Directions	340

Source: US-204.

USAir's PROPOSED PITTSBURGH-TORONTO SCHEDULE SUMMER

TRIP 1				
136 757-200 DAILY		FLIGHT NUMBER EQUIPMENT FREQUENCY		204 757-200 DAILY
1815	LEAVE	TORONTO	ARRIVE	2215
↓				↑
1915	ARRIVE	PITTSBURGH	LEAVE	2115
2030	LEAVE	PITTSBURGH	ARRIVE	2027
↓				↑
2242	ARRIVE	SEATTLE	LEAVE	1300

TRIP 2				
39 757-200 DAILY		FLIGHT NUMBER EQUIPMENT FREQUENCY		76 757-200 DAILY
0730	LEAVE	TORONTO	ARRIVE	1659
↓				↑
0830	ARRIVE	PITTSBURGH	LEAVE	1600
0955	LEAVE	PITTSBURGH	ARRIVE	1508
↓				↑
1158	ARRIVE	SAN DIEGO	LEAVE	0745

NOTE: ALL TIMES ARE LOCAL

SOURCE: INTERNAL DATA

**USAir's PROPOSED PITTSBURGH-TORONTO SCHEDULE
WINTER**

TRIP 1				
225 757-200 DAILY		FLIGHT NUMBER EQUIPMENT FREQUENCY		368 757-200 DAILY
1825	<i>LEAVE</i>	TORONTO	<i>ARRIVE</i>	1700
↓				↑
1925	<i>ARRIVE</i>	PITTSBURGH	<i>LEAVE</i>	1600
2020	<i>LEAVE</i>	PITTSBURGH	<i>ARRIVE</i>	1503
↓				↑
2233	<i>ARRIVE</i>	ORLANDO	<i>LEAVE</i>	1245

TRIP 2				
853 757-200 DAILY		FLIGHT NUMBER EQUIPMENT FREQUENCY		1197 757-200 DAILY
0755	<i>LEAVE</i>	TORONTO	<i>ARRIVE</i>	2215
↓				↑
0855	<i>ARRIVE</i>	PITTSBURGH	<i>LEAVE</i>	2115
0955	<i>LEAVE</i>	PITTSBURGH	<i>ARRIVE</i>	2021
↓				↑
1125	<i>ARRIVE</i>	PHOENIX	<i>LEAVE</i>	1330

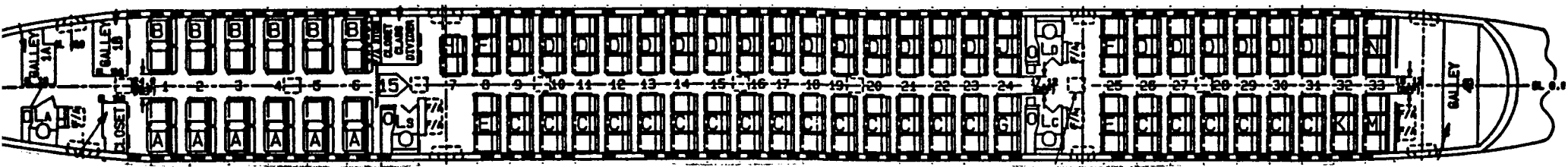
NOTE: ALL TIMES ARE LOCAL

SOURCE: INTERNAL DATA

USAir

B757-200 SEAT CONFIGURATION

24 First Class / 158 Coach Class



Total Seats: 182

USAir Operational Fleet

As of March, 1995

<u>Aircraft Type</u>	<u>Number of Aircraft</u>
B767-200	12
B757-200	30
B727-200	5
MD-80	31
B737-400	54
B737-300	94
B737-200	68
DC9-30	72
F100	40
F28-4000	<u>19</u>
	<u>425</u>

Outstanding Aircraft Orders

An additional 4 B757-200's to be delivered April through July 1995.
8 B757-200 's to be delivered in 1998.

40 B737's to be delivered between 2003 and 2005.

PIT-YYZ CONNECTING OPPORTUNITIES

Afternoon Northbound to Toronto

Dept Time: 16:00

<u>FROM</u>		<u>Arvl</u> <u>Time</u>	<u>Connex</u> <u>Time</u>	<u>FROM</u>		<u>Arvl</u> <u>Time</u>	<u>Connex</u> <u>Time</u>
AOO	Express	15:15	00:45	JHW	Express	14:05	01:55
AZO		15:05	00:55	JST	Express	15:15	00:45
BDL		14:09	01:51	LAN		15:26	00:34
BFD	Express	14:05	01:55	LAX		15:12	00:48
BNA		15:10	00:50	LEX		15:13	00:47
BOS		14:01	01:59	LGA		14:13	01:47
BTV		14:08	01:52	LWB	Express	15:15	00:45
CAK		15:20	00:40	LYH	Express	15:15	00:45
CBE	Express	13:50	02:10	MBS	Express	15:25	00:35
CHO	Express	15:10	00:50	MCI		15:10	00:50
CKB	Express	14:00	02:00	MCO		15:13	00:47
CLE	Express	15:20	00:40	MDT	Express	13:45	02:15
CLT		13:37	02:23	MGW	Express	13:50	02:10
CMH		15:26	00:34	MHT		14:15	01:45
CRW		15:30	00:30	MKE		15:04	00:56
CVG		15:02	00:58	MSP		15:22	00:38
DAY		15:16	00:44	MSY		15:29	00:31
DCA		13:59	02:01	PBI		15:22	00:38
DFW		15:27	00:33	PHX		15:10	00:50
DUJ	Express	14:00	02:00	PKB	Express	14:05	01:55
ERI		15:16	00:44	RDG	Express	13:55	02:05
EVV		15:24	00:36	ROA	Express	13:55	02:05
EWR		14:08	01:52	SAN		15:08	00:52
FNT		15:24	00:36	SBN		15:24	00:36
FRA		14:45	01:15	SCE	Express	15:05	00:55
FWA	Express	15:10	00:50	SDF		15:09	00:51
GRR		15:14	00:46	SEA		15:11	00:49
HGR	Express	15:10	00:50	SFO		15:24	00:36
HTS		15:30	00:30	SNA		15:15	00:45
IAD	Express	14:10	01:50	STL		15:15	00:45
IAH		14:50	01:10	SWF		14:00	02:00
IND		15:20	00:40	TOL		14:47	01:13
IPT	Express	13:50	02:10	TYS		15:23	00:37
ISP		14:04	01:56	YNG	Express	14:00	02:00

PIT-YYZ CONNECTING OPPORTUNITIES

Evening Northbound to Toronto

Dept Time: 21:15

<u>FROM</u>		<u>Arvl</u> <u>Time</u>	<u>Connex</u> <u>Time</u>	<u>FROM</u>		<u>Arvl</u> <u>Time</u>	<u>Connex</u> <u>Time</u>
ABE		19:05	02:10	JFK		19:15	02:00
ABQ		20:32	00:43	JHW	Express	19:10	02:05
ALB		19:20	01:55	JST	Express	20:10	01:05
AOO	Express	19:50	01:25	LAN	Express	20:20	00:55
ATL		20:27	00:48	LAS		19:57	01:18
AUS		19:21	01:54	LAX		20:20	00:55
AVP		18:47	02:28	LEX		20:27	00:48
AZO	Express	20:31	00:44	LGA		20:30	00:45
BDL		19:11	02:04	LNS	Express	18:59	02:16
BFD	Express	19:15	02:00	LYH	Express	20:35	00:40
BGM		19:30	01:45	MBS	Express	20:25	00:50
BHM		20:28	00:47	MCI		20:25	00:50
BNA		20:15	01:00	MCO		20:16	00:59
BOS		20:36	00:39	MDT		19:10	02:05
BUF		19:14	02:01	MDW		20:43	00:32
BWI		20:22	00:53	MEX		20:00	01:15
CAK		19:10	02:05	MGW	Express	19:10	02:05
CBE	Express	19:05	02:10	MIA		18:59	02:16
CHO	Express	20:25	00:50	MKE		20:45	00:30
CKB	Express	19:10	02:05	MSP		20:44	00:31
CLE		20:37	00:38	MSY		20:44	00:31
CLT		20:20	00:55	ORD		20:44	00:31
CMH		20:38	00:37	ORF		19:30	01:45
CRW		19:22	01:53	PBI		19:10	02:05
CVG		20:22	00:53	PHL		20:20	00:55
DAY		20:36	00:39	PHX		20:25	00:50
DCA		20:44	00:31	PKB	Express	19:05	02:10
DEN		20:22	00:53	PVD		19:24	01:51
DFW		20:17	00:58	RDG	Express	20:30	00:45
DTW		20:45	00:30	RDU		19:05	02:10
DUJ	Express	19:10	02:05	RIC		19:19	01:56
ELM		19:10	02:05	ROA	Express	20:30	00:45
ERI		19:20	01:55	ROC		19:00	02:15
EVV		20:29	00:46	RSW		20:28	00:47
EWR		20:40	00:35	SAN		20:31	00:44
FLL		20:31	00:44	SBN		20:20	00:55
FNT	Express	20:12	01:03	SDF		20:33	00:42
FWA		20:26	00:49	SEA		20:32	00:43
GRR		20:39	00:36	SFO		20:33	00:42
GSO		19:30	01:45	SNA		20:31	00:44
HGR	Express	19:20	01:55	SRQ		19:07	02:08
HPN		19:16	01:59	STL		20:25	00:50
HTS		19:26	01:49	SWF		19:25	01:50
IAD	Express	20:40	00:35	SYR		19:28	01:47
IAH		20:25	00:50	TOL		20:27	00:48
IND		20:40	00:35	TPA		20:41	00:34
IPT	Express	20:25	00:50	TYS		20:38	00:37
ISP		19:24	01:51	UCA	Express	19:25	01:50
JAX		20:32	00:43				

PIT-YYZ CONNECTING OPPORTUNITIES

Morning Southbound from YYZ

Arrival Time:

08:30

TO		Dept Time	Connex Time	TO		Dept Time	Connex Time
AOO	Express	10:45	02:15	LAX		10:00	01:30
ART	Express	09:45	01:15	LBE	Express	09:55	01:25
AUS		09:45	01:15	LEX		09:40	01:10
AZO	Express	09:40	01:10	LGA		10:45	02:15
BDL		10:45	02:15	LYH	Express	09:40	01:10
BFD	Express	09:35	01:05	MBS	Express	09:40	01:10
BNA		09:40	01:10	MCI		09:45	01:15
BOS		10:45	02:15	MCO		09:50	01:20
BTV		10:49	02:19	MDT	Express	11:20	02:50
BWI		10:45	02:15	MDW		09:30	01:00
CAK		09:35	01:05	MEM		10:05	01:35
CBE	Express	09:35	01:05	MEX		09:50	01:20
CHO	Express	09:55	01:25	MGW	Express	09:45	01:15
CKB	Express	09:55	01:25	MHT		10:40	02:10
CLE		09:50	01:20	MIA		09:40	01:10
CMH		10:05	01:35	MKE		09:30	01:00
CRW		09:30	01:00	MSP		09:30	01:00
CVG		10:00	01:30	MSY		10:05	01:35
DAY		09:30	01:00	ORD		09:55	01:25
DCA		11:01	02:31	PBI		09:35	01:05
DEN		10:00	01:30	PHL		11:00	02:30
DFW		09:55	01:25	PHX		09:55	01:25
DTW		09:35	01:05	PKB	Express	09:45	01:15
DUJ	Express	09:35	01:05	RDG	Express	10:50	02:20
ERI		09:30	01:00	ROA	Express	11:00	02:30
EWR		11:00	02:30	SAN		09:55	01:25
FKL	Express	10:00	01:30	SBN		09:45	01:15
FLL		09:50	01:20	SCE	Express	09:55	01:25
FNT	Express	09:45	01:15	SDF		09:35	01:05
FWA		10:00	01:30	SEA		09:45	01:15
GRR		09:45	01:15	SFO		09:40	01:10
HGR	Express	10:55	02:25	SNA		09:40	01:10
HTS		09:30	01:00	STL		10:20	01:50
IAH		10:00	01:30	SWF		10:55	02:25
IND		09:30	01:00	TOL		09:55	01:25
IPT	Express	10:50	02:20	TPA		09:50	01:20
JHW	Express	09:35	01:05	TYS		09:35	01:05
JST	Express	09:40	01:10	YHM	Express	09:50	01:20
JUN	Express	09:50	01:20	YNG	Express	09:50	01:20
LAS		10:15	01:45	YXU	Express	09:50	01:20

PIT-YYZ CONNECTING OPPORTUNITIES

Evening Southbound from YYZ

Arrival Time:

19:15

TO		Dept Time	Connex Time	TO		Dept Time	Connex Time
ABE		21:40	02:25	LAS		20:10	00:55
ALB		21:45	02:30	LAX		20:10	00:55
AOO	Express	20:20	01:05	LBE	Express	20:05	00:50
ATL		20:10	00:55	LEX		20:10	00:55
AVP		21:15	02:00	LGA		20:00	00:45
AZO		20:25	01:10	LNS	Express	21:20	02:05
BDL		21:25	02:10	LYH	Express	20:15	01:00
BFD	Express	21:30	02:15	MBS	Express	21:20	02:05
BGM		21:15	02:00	MCI		20:20	01:05
BNA		20:25	01:10	MCO		20:20	01:05
BOS		21:35	02:20	MDT		21:20	02:05
BTW		21:40	02:25	MDW		20:10	00:55
BUF		21:35	02:20	MGW	Express	20:05	00:50
BWI		21:40	02:25	MHT		21:15	02:00
CAK	Express	20:10	00:55	MIA		20:05	00:50
CBE	Express	22:05	02:50	MKE		20:25	01:10
CHO	Express	20:10	00:55	MSP		20:15	01:00
CLE		20:05	00:50	MSY		20:00	00:45
CLT		21:25	02:10	ORD		20:20	01:05
CMH		20:15	01:00	ORF		21:40	02:25
CRW		21:15	02:00	PBI		20:20	01:05
CVG		20:15	01:00	PHF		21:35	02:20
DAY		20:15	01:00	PHL		21:00	01:45
DCA		20:25	01:10	PHX		20:00	00:45
DEN		20:20	01:05	PKB	Express	20:05	00:50
DFW		20:20	01:05	PVD		21:45	02:30
DTW		20:00	00:45	PWM		21:30	02:15
DUJ	Express	20:20	01:05	RDG	Express	21:40	02:25
ELM		21:15	02:00	RDU		21:25	02:10
ERI		21:20	02:05	RIC		21:25	02:10
EWR		21:30	02:15	ROA	Express	20:20	01:05
FKL	Express	21:40	02:25	ROC		21:20	02:05
FLL		20:15	01:00	RSW		20:05	00:50
FNT		20:00	00:45	SAN		20:00	00:45
FWA		20:25	01:10	SBN		20:25	01:10
GRR		20:10	00:55	SCE	Express	20:10	00:55
GSO		21:20	02:05	SDF		20:05	00:50
HGR	Express	21:35	02:20	SEA		20:30	01:15
HTS		21:30	02:15	SRQ		20:00	00:45
IAD		21:50	02:35	STL		20:05	00:50
IAT		21:35	02:20	SWF		21:25	02:10
IND		20:30	01:15	SYR		21:45	02:30
IPT	Express	20:15	01:00	TOL		20:05	00:50
ISP		21:15	02:00	TPA		20:15	01:00
ITH		21:30	02:15	TRI	Express	20:18	01:03
JHW	Express	20:20	01:05	UCA	Express	21:30	02:15
JST	Express	20:10	00:55	YNG	Express	20:05	00:50
LAN		20:00	00:45				

AIRPORT DECODER FOR USAIR'S CONNECTING CITIES

ORDERED BY AIRPORT CODE

ORDERED BY CITY NAME

ABE	ALLENTOWN, PENNSYLVANIA
ABQ	ALBUQUERQUE, NEW MEXICO
ALB	ALBANY, NEW YORK
AOO	ALTOONA, PENNSYLVANIA
ATL	ATLANTA, GEORGIA, USA
AUS	AUSTIN, TEXAS, USA
AVP	SCRANTON/WILKES-BARRE
AZO	KALAMAZOO, MICHIGAN,
BDL	HARTFORD, CT/SPRINGFID
BGM	BINGHAMTON, NEW YORK
BHM	BIRMINGHAM, ALABAMA
BNA	NASHVILLE, TENNESSEE
BOS	BOSTON, MASSACHUSETTS
BTV	BURLINGTON, VERMONT
BWI	BALTIMORE, MARYLAND
CAK	AKRON/CANTON, OHIO
CBE	CUMBERLAND, MARYLAND
CHO	CHARLOTTESVILLE, VIRGINIA
CKB	CLARKSBURG, WEST VIRGINIA
CLE	CLEVELAND, OHIO
CLT	CHARLOTTE, NORTH CAROLINA
CMH	COLUMBUS, OHIO, USA
CRW	CHARLESTON, WEST VIRG
CVG	CINCINNATI, OHIO, USA
DAY	DAYTON, OHIO, USA
DCA	WASHINGTON, D.C., USA
DEN	DENVER, COLORADO, USA
DFW	DALLAS/FT. WORTH, TEX
DTW	DETROIT, MICHIGAN, US
ELM	ELMIRA, NEW YORK, USA
EVV	EVANSVILLE, INDIANA,
FKL	OIL CITY/FRANKLIN, PA
FLL	FT. LAUDERDALE, FLORI
FNT	FLINT, MICHIGAN, USA
FWA	FT. WAYNE, INDIANA
GRR	FLINT, MICHIGAN
GSO	GREENSBORO/HIGH POINT
HGR	HAGERSTOWN, MARYLAND
HPN	WHITE PLAINS, NEW YOR
HTS	ASHLAND, KY/HUNTINGTON
IND	HOUSTON, TEXAS, USA
IPT	INDIANAPOLIS, INDIANA
ISP	WILLIAMSPORT, PENN.
JAX	ISLIP/LONG ISLAND, NE
JST	JACKSONVILLE, FLORIDA
LAN	JOHNSTOWN, PENNSYLVANIA
LAS	LANSING, MICHIGAN, US
LAX	LAS VEGAS, NEVADA, US
LEX	LOS ANGELES, CALIFORN
	LEXINGTON/FRANKFORT

AKRON/CANTON, OHIO
ALBANY, NEW YORK
ALBUQUERQUE, NEW MEXICO
ALLENTOWN, PENNSYLVANIA
ALTOONA, PENNSYLVANIA
ASHLAND, KY/HUNTINGTON
ATLANTA, GEORGIA, USA
AUSTIN, TEXAS, USA
BALTIMORE, MARYLAND
BINGHAMTON, NEW YORK
BIRMINGHAM, ALABAMA
BOSTON, MASSACHUSETTS
BURLINGTON, VERMONT
CHARLESTON, WEST VIRG
CHARLOTTESVILLE, VIRGINIA
CHARLOTTE, NORTH CAROLINA
CHICAGO, ILLINOIS, US
CINCINNATI, OHIO, USA
CLARKSBURG, WEST VIRGINIA
CLEVELAND, OHIO
COLUMBUS, OHIO, USA
CUMBERLAND, MARYLAND
DALLAS/FT. WORTH, TEX
DAYTON, OHIO, USA
DENVER, COLORADO, USA
DETROIT, MICHIGAN, US
ELMIRA, NEW YORK, USA
EVANSVILLE, INDIANA,
FLINT, MICHIGAN
FLINT, MICHIGAN, USA
FT. LAUDERDALE, FLORI
FT. MYERS, FLORIDA,
FT. WAYNE, INDIANA
GREENBRIER, WEST VIRGINIA
GREENSBORO/HIGH POINT
HAGERSTOWN, MARYLAND
HARRISBURG, PENNSYLVANIA
HARTFORD, CT/SPRINGFID
HOUSTON, TEXAS, USA
INDIANAPOLIS, INDIANA
ISLIP/LONG ISLAND, NE
JACKSONVILLE, FLORIDA
JOHNSTOWN, PENNSYLVANIA
KALAMAZOO, MICHIGAN,
KANSAS CITY, MISSOURI
KNOXVILLE, TENNESSEE
LANCASTER, PENNSYLVANIA
LANSING, MICHIGAN, US
LAS VEGAS, NEVADA, US
LEXINGTON/FRANKFORT

CAK
ALB
ABQ
ABE
AOO
HTS
ATL
AUS
BWI
BGM
BHM
BOS
BTV
CRW
CHO
CLT
ORD
CVG
CKB
CLE
CMH
CBE
DFW
DAY
DEN
DTW
ELM
EVV
GRR
FNT
FLL
RSW
FWA
LWB
GSO
HGR
MDT
BDL
IAH
IND
ISP
JAX
JST
AZO
MCI
TYS
LNS
LAN
LAS
LEX

AIRPORT DECODER FOR USAIR'S CONNECTING CITIES

ORDERED BY AIRPORT CODE

LGA (NYC) NEW YORK/NEWARK
LNS LANCASTER, PENNSYLVANIA
LWB GREENBRIER, WEST VIRGINIA
LYH LYNCHBURG, VIRGINIA
MBS SAGINAW, MICHIGAN, US
MCI KANSAS CITY, MISSOURI
MCO ORLANDO, FLORIDA, USA
MDT HARRISBURG, PENNSYLVANIA
MEM MEMPHIS, TENNESSEE
MGW MORGANTOWN, WEST VIRGINIA
MHT MANCHESTER, NH
MIA MIAMI, FLORIDA, USA
MKE MILWAUKEE, WISCONSIN
MSP MINNEAPOLIS/ST. PAUL
MSY NEW ORLEANS, LOUISIANA
ORD CHICAGO, ILLINOIS, US
ORF NORFOLK, VIRGINIA, US
PBI WEST PALM BEACH, FL
PHF NEWPORT NEWS/HAMPTON
PHL PHILADELPHIA, PA
PHX PHOENIX, ARIZONA, USA
PIT PITTSBURGH, PENNSYLVANIA
PKB PARKERSBURG, WEST VIRGINIA
PVD PROVIDENCE, RHODE ISL
PWM PORTLAND, MAINE, USA
RDG READING, PENNSYLVANIA
RDU RALEIGH/DURHAM, NC
RIC RICHMOND, VIRGINIA
ROA ROANOKE, VIRGINIA, US
RSW FT. MYERS, FLORIDA,
SAN SAN DIEGO, CALIFORNIA
SAT SAN ANTONIO, TEXAS
SBN SOUTH BEND, INDIANA
SCE STATE COLLEGE, PENN
SDF LOUISVILLE, KENTUCKY
SEA SEATTLE, WASHINGTON
SFO SAN FRANCISCO, CA
SJU SAN JUAN, PUERTO RICO
SNA SANTA ANA, CALIFORNIA
SRQ SARASOTA/BRADENTON, FL
ST. LOUIS, MISSOURI
SWF NEWBURGH, NEW YORK
TOL TOLEDO, OHIO, USA
TPA TAMPA, FLORIDA, USA
TYS KNOXVILLE, TENNESSEE
YNG YOUNGSTOWN, OHIO, USA

ORDERED BY CITY NAME

LOS ANGELES, CALIFORNIA
LOUISVILLE, KENTUCKY
LYNCHBURG, VIRGINIA
MANCHESTER, NH
MEMPHIS, TENNESSEE
MIAMI, FLORIDA, USA
MILWAUKEE, WISCONSIN
MINNEAPOLIS/ST. PAUL
MORGANTOWN, WEST VIRGINIA
NASHVILLE, TENNESSEE
NEW ORLEANS, LOUISIANA
NEW YORK/NEWARK
NEWBURGH, NEW YORK
NEWPORT NEWS/HAMPTON
NORFOLK, VIRGINIA, US
OIL CITY/FRANKLIN, PA
ORLANDO, FLORIDA, USA
PARKERSBURG, WEST VIRGINIA
PHILADELPHIA, PA
PHOENIX, ARIZONA, USA
PITTSBURGH, PENNSYLVANIA
PORTLAND, MAINE, USA
PROVIDENCE, RHODE ISL
RALEIGH/DURHAM, NC
READING, PENNSYLVANIA
RICHMOND, VIRGINIA
ROANOKE, VIRGINIA, US
SAGINAW, MICHIGAN, US
SAN ANTONIO, TEXAS
SAN DIEGO, CALIFORNIA
SAN FRANCISCO, CA
SAN JUAN, PUERTO RICO
SANTA ANA, CALIFORNIA
SARASOTA/BRADENTON, FL
SCRANTON/WILKES-BARRE
SEATTLE, WASHINGTON
SOUTH BEND, INDIANA
STATE COLLEGE, PENN
ST. LOUIS, MISSOURI
TAMPA, FLORIDA, USA
TOLEDO, OHIO, USA
WASHINGTON, D.C., USA
WEST PALM BEACH, FL
WHITE PLAINS, NEW YORK
WILLIAMSPORT, PENN.
YOUNGSTOWN, OHIO, USA

LAX
SDF
LYH
MHT
MEM
MIA
MKE
MSP
MGW
BNA
MSY
LGA (NYC)
SWF
PHF
ORF
FKL
MCO
PKB
PHL
PHX
PIT
PWM
PVD
RDU
RDG
RIC
ROA
MBS
SAT
SAN
SFO
SJU
SNA
SRQ
AVP
SEA
SBN
SCE
STL
TPA
TOL
DCA
PBI
HPN
IPT
YNG

Introductory Narrative To USAir's Fare Exhibits

USAir's proposed fares for its new Pittsburgh-Toronto nonstop service and associated single plane services are shown at US-251 through US-255. These fares are currently in effect in March 1995. The fare rules are shown at US-256. US-257 through US-261 show the construction of the weighted average fares for each of the city pairs by point of origin. US-262 combines US originating and Canadian originating fares to develop a weighted average fare for the market. USAir developed the weighted average fares using those fare levels in effect in April 1994 combined with the current fare structure. The fare levels and structure are discussed below.

The limited duration introductory service promotional fare (3 day APEX at a 34% discount from the 14 day APEX) was not included in this calculation since it would not be in effect in a normal year. The last selling date for the introductory fare is now planned for March 14th and the last travel date is May 2nd.

The following table lists the city pairs and exhibits pertaining to each:

City-Pair	Service	Exhibit No.	Exhibit No.
		Fare Comparison	Yield Construction
Pittsburgh-Toronto	Nonstop	US-251	US-257
Orlando-Toronto	One-stop	US-252	US-258
Phoenix-Toronto	One-stop	US-253	US-259
San Diego-Toronto	One-stop	US-254	US-260
Seattle-Toronto	One-stop	US-255	US-261

Each exhibit shows both the US originating and Canadian originating fares. US fares are expressed in US dollars, while the Canadian fares are expressed in Canadian dollars. Pursuant to the instituting order of this proceeding, a comparison is made between USAir's proposed fares and fares in effect at April 1, 1994.

The column titled fares at March 8, 1995 (Exhibits US-251 thru US-255) are those fares USAir is proposing in this proceeding. USAir received exemption authority, and is now serving the Pittsburgh-Toronto route. In April 1994 USAir served the city pair indirectly and filed passenger tariffs for the Pittsburgh-Toronto city pair with the US and Canadian governments. USAir's fare exhibits, compare historic fares and those it has in effect

today. USAir has not attempted to adjust currently effective fares back to the April 1994 time period to develop a hypothetical "proposed fare". USAir believes to do so would create unnecessary confusion. To conform to the requirements of the instituting order that fares and cost be in the same period, USAir used the fares it had in effect on April 1, 1994 to construct its estimated average revenue per passenger, and its profit and loss statement. To the extent that the current fare structure is greater than the increase in costs from April 1994 to the midpoint of the forecast year USAir's profit will increase.

Fare Levels

In general, the current fare levels between the US and Canada are approximately five per cent higher than those in effect in April 1994. However, there are three exceptions. They are the introductory fare described above, the inclusive tour fares between the western U.S. and Toronto, and the unrestricted economy fare between Orlando and Toronto. The inclusive tour fares from Phoenix and San Diego to Toronto have not increased while the inclusive tour fare from Canada have increased approximately 1.5%. The unrestricted economy fares between Orlando and Toronto have increased 9.5% and 11.3% (US-252 pages 1 and 2.)

Fare Structure

USAir is proposing a complete range of fares from First Class

to low promotional fares. For the Pittsburgh-Toronto market normal fares contain an unrestricted first class and economy fare and one capacity restricted economy fare. The capacity restricted economy fare provides significant savings when compared to the unrestricted economy fare. Two promotional fare types are offered-a seven day and fourteen day APEX. With the exception of the Toronto-Florida markets the fare structure is non seasonal. The Toronto-Florida market has been restructured from a three season to two. Also, between the U.S. southwest and Toronto an Individual Inclusive Tour (IIT) fare is offered.

Pittsburgh - Toronto
U.S. Originating

Fare Description	Code	OW/RT	Fares 04/01/94	Fares 03/08/95	Absolute Change	Percent Change
Full Fare						
First Class	F8CN	OW	244	254	10	4.1%
Economy Unrestricted	Y8CN	OW	194	204	10	5.2%
Economy Restricted	M9CN	OW	130	130	0	0.0%
Discount Fare Types						
<i>Excursion</i>						
Apex 7 Day	BE7NRCN	RT	240	252	12	5.0%
Apex 14 Day	ME14NRCN	RT	195	205	10	5.1%
<i>Introductory Promotional</i>						
Apex 3 Day	KE3INTR	RT	N/A	136	N/A	N/A

Note: Fares are expressed in U.S. Dollars

Toronto – Pittsburgh
Canadian Originating

Fare Description	Code	OW/RT	Fares 04/01/94	Fares 03/08/95	Absolute Change	Percent Change
Full Fare						
First Class	F8CN	OW	317	335	18	5.7%
Economy Unrestricted	Y8CN	OW	252	269	17	6.7%
Economy Restricted	M9CN	OW	169	172	3	1.8%
Discount Fare Types						
<i>Excursion</i>						
Apex 7 Day	BE7NRCN	RT	312	333	21	6.7%
Apex 14 Day	ME14NRCN	RT	254	271	17	6.7%
<i>Introductory Promotional</i>						
Apex 3 Day	KE3INTR	RT	N/A	180	N/A	N/A

Note: Fares are expressed in Canadian Dollars

Orlando - Toronto

U.S. Originating

Fare Description	Code	OW/RT	Fares 04/01/94	Fares 03/08/95	Absolute Change	Percent Change
Full Fare						
First Class	F8CN	OW	381	403	22	5.8%
Economy Unrestricted	Y8CN	OW	231	253	22	9.5%
Economy Restricted	B9CN	OW	210	221	11	5.2%
Discount Fare Types						
<i>Excursions</i>						
Seasonal Apex 7 Day	HIGH	MHWE7FL	RT	392	N/A	N/A
		MHXE7FL	RT	320	N/A	N/A
	SHLDER	HOWE7FL	RT	327	N/A	N/A
		HOXE7FL	RT	260	N/A	N/A
	LOW	HLWE7FL	RT	260	N/A	N/A
		HLXE7FL	RT	231	N/A	N/A
Apex 7 Day		KE7NRCN	RT	231	N/A	N/A
Apex Peak 7 Day		MWE7FL	RT	402		
Apex Off Peak 7 Day		MXE7FL	RT	330		
Apex 7 Day		HE7FLNR	RT	290		
		KE7FLNR	RT	230		

Note: Fares are expressed in U.S. Dollars

Toronto - Orlando **Canadian Originating**

Fare Description	Code	OW/RT	Fares 04/01/94	Fares 03/08/95	Absolute Change	Percent Change
Full Fare						
First Class	F8CN	OW	495	532	37	7.5%
Economy Unrestricted	Y8CN	OW	300	334	34	11.3%
Economy Restricted	B9CN	OW	273	292	19	7.0%
Discount Fare Types						
<i>Excursions</i>						
Seasonal Apex 7 Day	HIGH	MHWE7FL	RT	510	N/A	N/A
		MHXE7FL	RT	416	N/A	N/A
	SHLDER	HOWE7FL	RT	425	N/A	N/A
		HOXE7FL	RT	338	N/A	N/A
	LOW	HLWE7FL	RT	338	N/A	N/A
		HLXE7FL	RT	300	N/A	N/A
Apex 7 Day		KE7NRCN	RT	300	N/A	N/A
Apex Peak 7 Day		MWE7FL	RT	N/A	531	N/A
Apex Off Peak 7 Day		MXE7FL	RT	N/A	436	N/A
Apex 7 Day		HE7FLNR	RT	N/A	383	N/A
		KE7FLNR	RT	N/A	304	N/A

Note: Fares are expressed in Canadian Dollars

Phoenix - Toronto
U.S. Originating

Fare Description	Code	OW/RT	Fares 04/01/94	Fares 03/08/95	Absolute Change	Percent Change
Full Fare						
First Class	F8CN	OW	550	570	20	3.6%
Economy Unrestricted	Y8CN	OW	400	420	20	5.0%
Discount Fare Types						
<i>Excursions</i>						
Apex 7 Day	BE7NRCN	RT	469	492	23	4.9%
Apex 14 Day	ME14NRCN	RT	400	420	20	5.0%
<i>Introductory Promotional</i>						
Apex 3 Day	KE3INTR	RT	N/A	318	N/A	N/A
<i>Individual Inclusive Tour</i>						
Weekend	VWIT3P25	RT	380	380	0	0.0%
Midweek	VXIT3P25	RT	342	342	0	0.0%

Note: Fares are expressed in U.S. Dollars

Toronto - Phoenix
Canadian Originating

Fare Description	Code	OW/RT	Fares 04/01/94	Fares 03/08/95	Absolute Change	Percent Change
Full Fare						
First Class	F8CN	OW	715	752	37	5.2%
Economy Unrestricted	Y8CN	OW	520	554	34	6.5%
Discount Fare Types						
<i>Excursions</i>						
Apex 7 Day	BE7NRCN	RT	610	649	39	6.4%
Apex 14 Day	ME14NRCN	RT	520	554	34	6.5%
<i>Introductory Promotional</i>						
Apex 3 Day	KE3INTR	RT	N/A	420	N/A	N/A
<i>Individual Inclusive Tour</i>						
Weekend	VWIT3P25	RT	494	502	8	1.6%
Midweek	VXIT3P25	RT	445	451	6	1.3%

Note: Fares are expressed in Canadian Dollars

San Diego - Toronto
U.S. Originating

Fare Description	Code	OW/RT	Fares 04/01/94	Fares 03/08/95	Absolute Change	Percent Change
Full Fare						
First Class	F8CN	OW	550	570	20	3.6%
Economy Unrestricted	Y8CN	OW	400	420	20	5.0%
Discount Fare Types						
<i>Excursions</i>						
Apex 7 Day	BE7NRCN	RT	451	474	23	5.1%
Apex 14 Day	ME14NRCN	RT	385	404	19	4.9%
<i>Introductory Promotional</i>						
Apex 3 Day	KE3INTR	RT	N/A	315	N/A	N/A
<i>Individual Inclusive Tour</i>						
Weekend	VWIT3P25	RT	380	380	0	0.0%
Midweek	VXIT3P25	RT	342	342	0	0.0%

Note: Fares are expressed in U.S. Dollars

Toronto - San Diego
Canadian Originating

Fare Description	Code	OW/RT	Fares 04/01/94	Fares 03/08/95	Absolute Change	Percent Change
Full Fare						
First Class	F8CN	OW	715	752	37	5.2%
Economy Unrestricted	Y8CN	OW	520	554	34	6.5%
Discount Fare Types						
<i>Excursions</i>						
Apex 7 Day	BE7NRCN	RT	586	626	40	6.8%
Apex 14 Day	ME14NRCN	RT	501	533	32	6.4%
<i>Introductory Promotional</i>						
Apex 3 Day	KE3INTR	RT	N/A	416	N/A	N/A
<i>Individual Inclusive Tour</i>						
Weekend	VWIT3P25	RT	494	502	8	1.6%
Midweek	VXIT3P25	RT	445	451	6	1.3%

Note: Fares are expressed in Canadian Dollars

Seattle - Toronto
U.S. Originating

Fare Description	Code	OW/RT	Fares 04/01/94	Fares 03/08/95	Absolute Change	Percent Change
Full Fare						
First Class	F8CN	OW	596	618	22	3.7%
Economy Unrestricted	Y8CN	OW	446	468	22	4.9%
Discount Fare Types						
<i>Excursions</i>						
Apex 7 Day	BE7NRCN	RT	515	541	26	5.0%
Apex 14 Day	ME14NRCN	RT	447	468	21	4.7%
<i>Introductory Promotional</i>						
Apex 3 Day	KE3INTR	RT	N/A	318	N/A	N/A

Note: Fares are expressed in U.S. Dollars

Toronto - Seattle
Canadian Originating

Fare Description	Code	OW/RT	Fares 04/01/94	Fares 03/08/95	Absolute Change	Percent Change
Full Fare						
First Class	F8CN	OW	775	816	41	5.3%
Economy Unrestricted	Y8CN	OW	580	618	38	6.6%
Discount Fare Types						
<i>Excursions</i>						
Apex 7 Day	BE7NRCN	RT	670	714	44	6.6%
Apex 14 Day	ME14NRCN	RT	581	618	37	6.4%
<i>Introductory Promotional</i>						
Apex 3 Day	KE3INTR	RT	N/A	420	N/A	N/A

Note: Fares are expressed in Canadian Dollars

Summary of Fare Rules and Conditions
For Pittsburgh, Orlando, Phoenix, Seattle, and San Diego
To Toronto
Both Directions

Fare Type	Fare Code	OW/RT	Stopovers	Advance Purchase	Min Stay	Max Stay	Penalty	
First	F8CN	OW	None	None	None	None	None	
Economy	Y8CN	OW	None	None	None	None	None	
	B9CN	OW	None	None	None	None	None	
	M9CN	OW	None	None	None	None	None	
APEX	BE7NRCN	RT	None	7 days	1st Sunday	1 Year	NR	\$35 Chg fee
	ME14NRCN	RT	None	14 days	1st Sunday	1 Year	NR	\$35 Chg fee
	HE7FLNR	RT	None	7 days	1st Sunday	1 Year	NR	\$35 Chg fee
	KE7FLNR	RT	None	7 days	1st Sunday	1 Year	NR	\$35 Chg fee
	MWE7FL	RT	1 free	7 days	1st Sunday	1 Year	\$35	\$35 Chg fee
	MXE7FL	RT	1 free	7 days	1st Sunday	1 Year	\$35	\$35 Chg fee
Introductory	KE3INTR	RT	None	3 days	1st Sunday	30 days	NR	\$35 Chg fee
Inclusive Tour	VWIT3P25	RT	None	3 days	3 days	60 days	25%	
	VXIT3P25	RT	None	3 days	3 days	60 days	25%	

Pittsburgh - Toronto Weighted Average Fares

Fare Description	Code	4/1/94	Fare Distribution 2/	Weighted Average Fares	
		One Way Fares U.S. Dollars 1/		All Fare Types	Without First
Full Fare					
First Class	F8CN	244.00	10%	24.40	
Economy Unrestricted	Y8CN	194.00	15%	29.10	29.10
Economy Restricted	M9CN	130.00	50%	65.00	65.00
Subtotal				118.50	94.10
Discount Fares					
<i>Excursion</i>					
Apex 7 Day	BE7NRCN	120.00	10%	12.00	12.00
Apex 14 Day	ME14NRCN	97.50	15%	14.63	14.63
Subtotal				26.63	26.63
Total			100%		
Average Fare Before Dilution				145.13	120.73
Dilution 3/				10%	10%
Total After Dilution				130.61	108.65
Yield Per Passenger Mile				\$0.59	\$0.49
Miles				222	222

Note: Fares are expressed in U.S. Dollars. No seasonal fares are proposed.

1/ Source US-251.

2/ Estimated based on USAir's Phi-YYZ experienced segment mix adjusted to reflect anticipated differences between local and beyond markets.

3/ Estimated based on USAir's experience.

Toronto - Pittsburgh Weighted Average Fares

Fare Description	Code	4/1/94	Fare Distribution 2/	Weighted Average Fares		
		One Way Fares Canadian Dollars 1/		All Fare Types	Without First	Disc Fare
Full Fare						
First Class	F8CN	317.00	10%	31.70		
Economy Unrestricted	Y8CN	252.00	15%	37.80	37.80	
Economy Restricted	M9CN	169.00	50%	84.50	84.50	
Subtotal				154.00	122.30	
Discount Fare Types						
<i>Excursion</i>						
Apex 7 Day	BE7NRCN	156.00	10%	15.60	15.60	
Apex 14 Day	ME14NRCN	127.00	15%	19.05	19.05	
Subtotal				34.65	34.65	
Total			100%			
Average Fare Before Dilution				188.65	156.95	
Dilution 3/				10%	10%	
Total After Dilution				169.79	141.26	
Fare in U.S. Dollars (@ \$1.3883)				122.30	101.75	
Yield Per Passenger Mile USD				\$0.55	\$0.46	
Miles				222	222	

Note: Fares are expressed in Canadian Dollars

1/ Source US-251.

2/ Estimated based on USAir's Phi-YYZ experienced segment mix adjusted to reflect anticipated differences between local and beyond markets.

3/ Estimated based on USAir's experience.

Orlando - Toronto Weighted Average Fares

Fare Description	Code	4/1/94	Fare Distribution 2/	Weighted Average Fares	
		One Way Fares U.S. Dollars 1/		All Fare Types	Without First
Full Fare					
First Class	F8CN	381.00	1%	3.81	
Economy Unrestricted	Y8CN	231.00	2%	4.62	4.62
Economy Restricted	B9CN	210.00	7%	14.70	14.70
				23.13	19.32
Discount Fare Types					
Excursions					
Apex 7 Day					
Weekend	MWE7FL	196.00	20%	39.20	39.20
Midweek	MXE7FL	160.00	20%	32.00	32.00
Apex 7 Day	HE7FLNR	130.00	25%	32.50	32.50
	KE7FLNR	115.50	25%	28.88	28.88
Subtotal				132.58	132.58
Total			100%		
Average Fare Before Dilution				155.71	151.90
Dilution 3/				10%	10%
Total After Dilution				140.13	136.71
Yield Per Passenger Mile				\$0.13	\$0.13
Miles				1046	1046

Note: Fares are expressed in U.S. Dollars

1/ Source US-252.

2/ Estimated based on USAir's Phi-YYZ experienced segment mix adjusted to reflect anticipated differences between local and beyond markets.

3/ Estimated based on USAir's experience.

Toronto - Orlando Weighted Average Fares

Fare Description	Code	4/1/94	Fare Distribution 2/	Weighted Average Fares		
		One Way Fares Canadian Dollars 1/		All Fare Types	Without First	
Full Fare						
First Class	F8CN	495.00	1%	4.95		
Economy Unrestricted	Y8CN	300.00	2%	6.00	6.00	
Economy Restricted	B9CN	273.00	7%	19.11	19.11	
				30.06	25.11	
Discount Fare Types						
Excursions						
Apex 7 Day						
Weekend	MWE7FL	255.00	20%	51.00	51.00	
Midweek	MXE7FL	208.00	20%	41.60	41.60	
Apex 7 Day	HE7FLNR	169.00	25%	42.25	42.25	
	KE7FLNR	150.00	25%	37.50	37.50	
Subtotal				172.35	172.35	
Total			100.0%			
Average Fare Before Dilution				223.35	223.35	
Dilution 3/				10%	10%	
Total After Dilution				201.015	201.015	
Fare in U.S. Dollars (@ \$1.3883)				144.79	144.79	
Yield Per Passenger Mile USD				\$0.14	\$0.14	
Miles				1046	1046	

Note: Fares are expressed in Canadian Dollars

1/ Source US-252.

2/ Estimated based on USAir's Phi-YYZ experienced segment mix adjusted to reflect anticipated differences between local and beyond markets.

3/ Estimated based on USAir's experience.

Phoenix - Toronto Weighted Average Fares

Fare Description	Code	4/1/94	Fare Distribution 2/	Weighted Average Fares		
		One Way Fares U.S. Dollars 1/		All Fare Types	Without First	
Full Fare						
First Class	F8CN	550.00	5%	27.50		
Economy Unrestricted	Y8CN	400.00	15%	60.00	60.00	
Subtotal				87.50	60.00	
Discount Fare Types						
<i>Excursions</i>						
Apex 7 Day	BE7NRCN	234.50	30%	70.35	70.35	
Apex 14 Day	ME14NRCN	200.00	30%	60.00	60.00	
<i>Individual Inclusive Tour</i>						
Weekend						
Midweek						
	VWIT3P25	190.00	10%	19.00	19.00	
	VXIT3P25	171.00	10%	17.10	17.10	
Subtotal				166.45	166.45	
Total			100%			
Average Fare Before Dilution				253.95	226.45	
Dilution 3/				10%	10%	
Total After Dilution				228.56	203.81	
Yield Per Passenger Mile				\$0.11	\$0.10	
Miles				2050	2050	

Note: Fares are expressed in U.S. Dollars

1/ Source US-253.

2/ Estimated based on USAir's Phi-YYZ experienced segment mix adjusted to reflect anticipated differences between local and beyond markets.

3/ Estimated based on USAir's experience.

Toronto - Phoenix Weighted Average Fares

Fare Description	Code	4/1/94	Fare Distribution 2/	Weighted Average Fares		
		One Way Fares Canadian Dollars 1/		All Fare Types	Without First	
Full Fare						
First Class	F8CN	715.00	5%	35.75		
Economy Unrestricted	Y8CN	520.00	15%	78.00	78.00	
				113.75	78.00	
Discount Fare Types						
<i>Excursions</i>						
Apex 7 Day	BE7NRCN	305.00	30%	91.50	91.50	
Apex 14 Day	ME14NRCN	260.00	30%	78.00	78.00	
<i>Individual Inclusive Tour</i>						
Weekend	VWIT3P25	247.00	10%	24.70	24.70	
Midweek	VXIT3P25	222.50	10%	22.25	22.25	
Subtotal				216.45	216.45	
Total			100.0%			
Average Fare Before Dilution				330.20	294.45	
Dilution 3/				10%	10%	
Total After Dilution				297.18	265.005	
Fare in U.S. Dollars (@ \$1.3883)				214.06	190.88	
Yield Per Passenger Mile USD				\$0.10	\$0.09	
Miles				2050	2050	

Note: Fares are expressed in Canadian Dollars

1/ Source US-253.

2/ Estimated based on USAir's Phl-YYZ experienced segment mix adjusted to reflect anticipated differences between local and beyond markets.

3/ Estimated based on USAir's experience.

San Diego - Toronto Weighted Average Fare

Fare Description	Code	4/1/94	Fare Distribution 2/	Weighted Average Fares	
		One Way Fares U.S. Dollars 1/		All Fare Types	Without First
Full Fare					
First Class	F8CN	550.00	5%	27.50	
Economy Unrestricted	Y8CN	400.00	15%	60.00	60.00
Subtotal				87.50	60.00
Discount Fare Types					
Excursions					
Apex 7 Day	BE7NRCN	225.50	30%	67.65	67.65
Apex 14 Day	ME14NRCN	192.50	30%	57.75	57.75
Individual Inclusive Tour					
Weekend	VWIT3P25	190.00	10%	19.00	19.00
Midweek	VXIT3P25	171.00	10%	17.10	17.10
Subtotal				161.50	161.50
Average All Discount Fares					
Total			100%		
Average Fare Before Dilution				249.00	221.50
Dilution 3/				10%	10%
Total After Dilution				224.10	199.35
Yield Per Passenger Mile					
				\$0.10	\$0.09
Miles				2341	2341

Note: Fares are expressed in U.S. Dollars

1/ Source US-254.

2/ Estimated based on USAir's PHI-YYZ experienced segment mix adjusted to reflect anticipated differences between local and beyond markets.

3/ Estimated based on USAir's experience.

Toronto - San Diego Weighted Average Fares

Fare Description	Code	4/1/94	Fare Distribution 2/	Weighted Average Fares	
		One Way Fares Canadian Dollars 1/		All Fare Types	Without First
Full Fare					
First Class	F8CN	715.00	5%	35.75	
Economy Unrestricted	Y8CN	520.00	15%	78.00	78.00
				113.75	78.00
Discount Fare Types					
<i>Excursions</i>					
Apex 7 Day	BE7NRCN	293.00	30%	87.90	87.90
Apex 14 Day	ME14NRCN	250.50	30%	75.15	75.15
<i>Individual Inclusive Tour</i>					
Weekend	VWIT3P25	247.00	10%	24.70	24.70
Midweek	VXIT3P25	222.50	10%	22.25	22.25
Subtotal				210.00	210.00
Total			100.0%		
Average Fare Before Dilution				323.75	288.00
Dilution 3/				10%	10%
Total After Dilution				291.38	259.20
Fare in U.S. Dollars (@ \$1.3883)				209.88	186.70
Yield Per Passenger Mile USD				\$0.09	\$0.08
Miles				2341	2341

Note: Fares are expressed in Canadian Dollars

1/ Source US-254.

2/ Estimated based on USAir's Phi-YYZ experienced segment mix adjusted to reflect anticipated differences between local and beyond markets.

3/ Estimated based on USAir's experience.

Seattle - Toronto Weighted Average Fares

Fare Description	Code	4/1/94	Fare Distribution 2/	Weighted Average Fares	
		One Way Fares U.S. Dollars 1/		All Fare Types	Without First
Full Fare					
First Class	F8CN	596.00	10%	59.60	
Economy Unrestricted	Y8CN	446.00	15%	66.90	66.90
				126.50	66.90
Discount Fare Types					
<i>Excursions</i>					
Apex 7 Day	BE7NRCN	257.50	35%	90.13	90.13
Apex 14 Day	ME14NRCN	223.50	40%	89.40	89.40
Subtotal				179.53	179.53
Total			100%		
Average Fare Before Dilution				306.03	246.43
Dilution 3/				10%	10%
Total After Dilution				275.42	221.78
Yield Per Passenger Mile				\$0.12	\$0.09
Miles				2360	2360

Note: Fares are expressed in U.S. Dollars

1/ Source US-255.

2/ Estimated based on USAir's Phi-YYZ experienced segment mix adjusted to reflect anticipated differences between local and beyond markets.

3/ Estimated based on USAir's experience.

Toronto - Seattle Weighted Average Fares

Fare Description	Code	4/1/94	Fare Distribution 2/	Weighted Average Fares	
		One Way Fares Canadian Dollars 1/		All Fare Types	Without First
Full Fare					
First Class	F8CN	775.00	10%	77.50	77.50
Economy Unrestricted	Y8CN	580.00	15%	87.00	87.00
				164.50	164.50
Discount Fare Types					
Excursions					
Apex 7 Day	BE7NRCN	335.00	35%	117.25	117.25
Apex 14 Day	ME14NRCN	290.50	40%	116.20	116.20
Subtotal				233.45	233.45
Average All Discount Fares					
Total			100%		
Average Fare Before Dilution					
				397.95	397.95
Dilution 3/					
				10%	10%
Total After Dilution					
				358.16	358.16
Fare in U.S. Dollars (@ \$1.3883)					
				257.98	257.98
Yield Per Passenger Mile USD					
				0.11	0.11
Miles					
				2360	2360

Note: Fares are expressed in Canadian Dollars

1/ Source US-255.

2/ Estimated based on USAir's Phi-YYZ experienced segment mix adjusted to reflect anticipated differences between local and beyond markets.

3/ Estimated based on USAir's experience.

USAIR'S ESTIMATED WEIGHTED AVERAGE FARES FOR ITS NONSTOP AND DIRECT SERVICES

	<u>FARE</u>	<u>PER CENT DISTRIBUTION</u>	<u>AVERAGE FARE BOTH DIRECTIONS COMBINED</u>
PITTSBURGH-TORONTO			
US ORIGINATING	\$130.61	53%	\$69.22
CANADIAN ORIGINATING	\$122.30	47%	\$57.48
TOTAL			\$126.70
ORLANDO-TORONTO			
US ORIGINATING	\$140.13	18%	\$25.22
CANADIAN ORIGINATING	\$144.79	82%	\$118.73
TOTAL			\$143.95
PHOENIX-TORONTO			
US ORIGINATING	\$228.56	17%	\$38.85
CANADIAN ORIGINATING	\$214.06	83%	\$177.67
TOTAL			\$216.52
SAN DIEGO-TORONTO			
US ORIGINATING	\$224.10	32%	\$71.71
CANADIAN ORIGINATING	\$209.88	68%	\$142.72
TOTAL			\$214.43
SEATTLE-TORONTO			
US ORIGINATING	\$275.42	54%	\$148.73
CANADIAN ORIGINATING	\$257.98	46%	\$118.67
TOTAL			\$267.40

SOURCE: Fares US-257 thru US-261; Point of origin company records.

Introductory Narrative To USAir's Traffic Forecast

Traffic Base and Growth Rate

USAir's traffic forecast is shown on exhibit US-301. USAir used the US/Canadian combined O&D traffic for the 12 months ended June 1994 as its traffic base for forecasting. This traffic was grown at annual rate of 1.9% for the one and three quarter year period to the forecast period. The 1.9% growth rate represents a compounded annual traffic growth rate for the forecast US/Canada market over the six year period from June 1988 through June 1994. Table 1 below shows the traffic and growth rate.

	US/Canadian Passenger Traffic
FY 1988	3,479,320
FY 1994	3,857,460
Annual Growth %	1.9%

Source: DOT IR-2D.

Market Share and Competitive Assumptions

USAir's estimated traffic is based on its internal Quality of Service model (QSI) which develops values for USAir's proposed nonstop service and a value for the total service in the market. USAir's QSI value is divided by the market value to develop a

market share for each city pair. The market share is multiplied times the forecast market passengers traffic to develop a forecast passengers for USAir. USAir's QSI model has forecast traffic in 95 city pair markets containing 3.5 million passengers in the historic period. The USAir QSI model takes numerous variables into account when developing its factors. These include service type (nonstop, one-stop, and connecting), equipment type, elapsed time and competitive service pattern as published in the Official Airline Guide and other competitive assumptions which USAir believes will have an impact of the traffic forecast. In the case of its proposed Pittsburgh-Toronto USAir has assumed that other competitive actions have occurred. They include Delta's announced reduction of its Pittsburgh and Atlanta service pattern, the inauguration of Atlanta-Toronto service, and the operation of Air Canada to Washington National Airport from Toronto followed by the inauguration of Washington National-Toronto service by USAir.

Traffic Forecast

USAir forecast that it will carry 157,999 passengers in the forecast period ending March 31, 1996. This amounts to 431 passengers per day or 108 passengers per flight. This will result in a 59% seat factor on USAir's all B-757 aircraft pattern. USAir will operate all B-757 service on May 7th. DC-9 service will be operated in April and the first six days in May¹. The DC-9 has a

¹ One flight in the southbound direction will operate with B-737 equipment.

Docket 50168

US-300

Page 3 of 3

lower capacity than a B-757 and as a result the load factor shown on US-403 is 63.2% for the forecast period.

USAir has constructed a conservative forecast. It has not used a stimulation factor to increase traffic demand nor has it forecast potential double connections to Toronto.

USAIR'S U.S.-TORONTO TRAFFIC FORECAST

	ANNUAL 1/ PASSENGERS YEAR ENDED	FORECAST 2/ GROWTH	FORECAST PASSENGERS YEAR ENDED	INDUSTRY 3/ SHARE	USAIR FORECAST PASSENGERS YEAR ENDED
BETWEEN TORONTO AND:	JUNE 1994		MARCH 1996		MARCH 1996
AKRON/CANTON, OHIO	520	3.3%	537	71.8%	386
ALBANY, NEW YORK	2,070	3.3%	2,139	6.3%	134
ALBUQUERQUE, NEW MEXICO	8,390	3.3%	8,660	11.4%	988
ALLENTOWN, PENNSYLVANIA	3,270	3.3%	3,379	27.1%	914
ALTOONA, PENNSYLVANIA	120	3.3%	124	100.0%	124
ASHLAND, KY/HUNTINGTON	310	3.3%	320	70.3%	225
ATLANTA, GEORGIA, USA	90,440	3.3%	93,447	1.0%	934
AUSTIN, TEXAS, USA	11,130	3.3%	11,500	7.5%	867
BALTIMORE, MARYLAND	19,580	3.3%	20,231	5.1%	1,032
BINGHAMTON, NEW YORK	90	3.3%	93	74.3%	69
BIRMINGHAM, ALABAMA	4,510	3.3%	4,680	12.4%	578
BOSTON, MASSACHUSETTS	213,410	3.3%	220,506	0.8%	1,703
BURLINGTON, VERMONT	1,310	3.3%	1,354	29.1%	394
CHARLESTON, WEST VIRG	540	3.3%	558	63.8%	356
CHARLOTTESVILLE, VIRGINIA	1,060	3.3%	1,095	39.4%	432
CHARLOTTE, NORTH CAROLIN	19,900	3.3%	20,562	15.0%	3,208
CHICAGO, ILLINOIS, US	325,130	3.3%	335,941	0.5%	1,856
CINCINNATI, OHIO, USA	8,340	3.3%	8,617	5.3%	456
CLARKSBURG, WEST VIRGINIA	320	3.3%	331	82.8%	274
CLEVELAND, OHIO	52,910	3.3%	54,669	5.4%	2,969
COLUMBUS, OHIO, USA	11,410	3.3%	11,769	16.4%	1,930
CUMBERLAND, MARYLAND	150	3.3%	155	100.0%	155
DALLAS/FT. WORTH, TEX	108,920	3.3%	112,542	1.8%	2,074
DAYTON, OHIO, USA	3,390	3.3%	3,503	14.3%	501
DENVER, COLORADO, USA	41,960	3.3%	43,355	6.6%	2,867
DETROIT, MICHIGAN, US	81,870	3.3%	84,592	1.2%	987
ELMIRA, NEW YORK, USA	30	3.3%	31	100.0%	31
EVANSVILLE, INDIANA,	1,900	3.3%	1,963	28.7%	564
FLINT, MICHIGAN	10,610	3.3%	10,963	9.0%	989
FLINT, MICHIGAN, USA	720	3.3%	744	39.3%	293
FT. LAUDERDALE, FLORI	34,950	3.3%	36,112	9.2%	3,309
FT. MYERS, FLORIDA,	15,100	3.3%	15,602	11.6%	1,817
FT. WAYNE, INDIANA	3,690	3.3%	3,813	21.8%	833
GREENBRIER, WEST VIRGINIA	60	3.3%	62	96.2%	60
GREENSBORO/HIGH POINT	8,330	3.3%	8,607	10.2%	878
HAGERSTOWN, MARYLAND	340	3.3%	351	64.2%	225
HARRISBURG, PENNSYLVANIA	4,710	3.3%	4,867	32.0%	1,557
HARTFORD, CT/SPRINGFID	24,040	3.3%	24,839	8.8%	2,188
HOUSTON, TEXAS, USA	22,530	3.3%	23,279	2.4%	566
INDIANAPOLIS, INDIANA	15,520	3.3%	16,036	9.9%	1,584
ISLIP/LONG ISLAND, NE	990	3.3%	1,023	27.8%	285
JACKSONVILLE, FLORIDA	9,190	3.3%	9,496	10.3%	980
JOHNSTOWN, PENNSYLVANIA	50	3.3%	52	100.0%	52
KALAMAZOO, MICHIGAN,	3,920	3.3%	4,050	20.7%	838
KANSAS CITY, MISSOURI	21,180	3.3%	21,864	9.7%	2,119

USAIR'S U.S.-TORONTO TRAFFIC FORECAST

BETWEEN TORONTO AND:	ANNUAL 1/ PASSENGERS YEAR ENDED	FORECAST 2/ GROWTH	FORECAST PASSENGERS YEAR ENDED	INDUSTRY 3/ SHARE	USAIR FORECAST PASSENGERS YEAR ENDED
	JUNE 1994		MARCH 1996		MARCH 1996
KNOXVILLE, TENNESSEE	4,440	3.3%	4,588	15.8%	723
LANCASTER, PENNSYLVANIA	860	3.3%	889	18.6%	165
LANSING, MICHIGAN, US	1,570	3.3%	1,622	25.0%	406
LAS VEGAS, NEVADA, US	32,500	3.3%	33,581	4.9%	1,656
LEXINGTON/FRANKFORT	2,120	3.3%	2,190	36.0%	788
LOS ANGELES, CALIFORN	742,650	3.3%	250,718	1.6%	4,060
LOUISVILLE, KENTUCKY	7,230	3.3%	7,470	23.2%	1,735
LYNCHBURG, VIRGINIA	440	3.3%	455	76.6%	348
MANCHESTER, NH	1,680	3.3%	1,746	37.7%	658
MEMPHIS, TENNESSEE	11,470	3.3%	11,851	6.6%	776
MIAMI, FLORIDA, USA	208,180	3.3%	215,102	1.3%	2,706
MILWAUKEE, WISCONSIN	25,760	3.3%	26,817	12.0%	3,206
MINNEAPOLIS/ST. PAUL	53,220	3.3%	54,990	7.5%	4,106
MORGANTOWN, WEST VIRGIN	160	3.3%	165	89.4%	148
NASHVILLE, TENNESSEE	45,340	3.3%	46,848	3.4%	1,606
NEW ORLEANS, LOUISIAN	30,250	3.3%	31,256	9.6%	3,000
NEW YORK/NEWARK	752,110	3.3%	777,118	0.6%	4,844
NEWBURGH, NEW YORK	340	3.3%	351	70.0%	246
NEWPORT NEWS/HAMPTON	770	3.3%	796	31.6%	252
NORFOLK, VIRGINIA, US	5,240	3.3%	5,414	9.7%	526
OIL CITY/FRANKLIN, PA	30	3.3%	31	100.0%	31
ORLANDO, FLORIDA, USA	67,810	3.3%	70,065	11.6%	8,156
PARKERSBURG, WEST VIRGIN	230	3.3%	238	100.0%	238
PHILADELPHIA, PA	111,630	3.3%	115,342	2.3%	2,635
PHOENIX, ARIZONA, USA	56,890	3.3%	58,782	9.0%	5,296
PITTSBURGH, PENNSYLVANIA	31,120	3.3%	32,155	48.4%	15,559
PORTLAND, MAINE, USA	4,720	3.3%	4,877	17.8%	868
PROVIDENCE, RHODE ISL	2,330	3.3%	2,407	10.7%	257
RALEIGH/DURHAM, NC	30,440	3.3%	31,452	6.5%	2,036
READING, PENNSYLVANIA	810	3.3%	837	20.7%	173
RICHMOND, VIRGINIA	7,230	3.3%	7,470	11.5%	859
ROANOKE, VIRGINIA, US	1,770	3.3%	1,829	28.8%	528
SAGINAW, MICHIGAN, US	2,090	3.3%	2,159	14.3%	309
SAN ANTONIO, TEXAS	12,080	3.3%	12,482	3.5%	432
SAN DIEGO, CALIFORNIA	34,520	3.3%	35,668	13.1%	4,675
SAN FRANCISCO, CA	175,690	3.3%	181,532	1.1%	2,021
SAN JUAN, PUERTO RICO	15,090	3.3%	15,592	9.4%	1,468
SANTA ANA, CALIFORNIA	13,300	3.3%	13,742	10.3%	1,414
SARASOTA/BRADENTON, FL	9,040	3.3%	9,341	13.0%	1,219
SCRANTON/MILKES-BARRE	1,810	3.3%	1,864	40.3%	670
SEATTLE, WASHINGTON	29,480	3.3%	30,460	11.1%	3,374
SOUTH BEND, INDIANA	5,380	3.3%	5,559	20.8%	1,155
STATE COLLEGE, PENN	370	3.3%	382	38.6%	147
ST. LOUIS, MISSOURI	28,570	3.3%	29,520	10.5%	3,112
TAMPA, FLORIDA, USA	186,290	3.3%	192,484	6.7%	12,878

USAIR'S U.S.-TORONTO TRAFFIC FORECAST

BETWEEN TORONTO AND:	ANNUAL 1/ PASSENGERS YEAR ENDED	FORECAST 2/ GROWTH	FORECAST PASSENGERS YEAR ENDED	INDUSTRY 3/ SHARE	USAIR FORECAST PASSENGERS YEAR ENDED
	JUNE 1994		MARCH 1996		MARCH 1996
TOLEDO, OHIO, USA	710	3.3%	734	45.4%	333
WASHINGTON, D.C., USA	45,040	3.3%	46,538	2.3%	1,073
WEST PALM BEACH, FL	21,060	3.3%	21,760	14.3%	3,120
WHITE PLAINS, NEW YORK	820	3.3%	847	18.2%	154
WILLIAMSPORT, PENN.	520	3.3%	537	52.1%	280
YOUNGSTOWN, OHIO, USA	210	3.3%	217	55.6%	121
TOTAL	3,512,130		3,628,908		151,923
Interline Connections	Interline Connections estimated at @4% of total				6,077
Grand Total	Grand Total				158,000

1/ DOT IR2D.

2/ GROWN TO FY MARCH 1996 AT A RATE OF 1.9% PER YEAR.

3/ USAIR QSI MODEL.

Introductory Narrative To USAir's Financial Exhibits

USAir's financial results are shown on exhibit US-401. USAir expects to earn an operating profit of \$15.9 million from its Pittsburgh-Toronto service in the first full year of operation. (US-401) The financial results shown on US-401 were developed by applying the unit costs shown on US-402 to the operating statistics on US-403. The unit costs shown on US-402 were developed from the USAir domestic/transborder costs and traffic pools reported in the DOT Form-41 for the twelve months ended September 1994. The operating statistics shown on US-403 include the operation of the B-737, DC-9 and B-757 aircraft. The B-737 and DC-9 will operate only in the initial period until the B-757 aircraft pattern begins on May 7th. US-404 shows the development of USAir's revenue estimate. The traffic forecast developed in US-301 was multiplied by the average fare shown on US-206 to develop the forecast passenger revenue for the nonstop and single plane services. For the other city pairs the fares data was developed from the DOT data bank 1A. The average fares were multiplied by the forecast traffic to develop the forecast passenger revenue. Freight mail and other revenues were developed based on USAir's historic ratios of these revenues to passenger revenue shown in the Form-41 for the 12 months ended September 1994.

USAIR'S PROFIT AND LOSS STATEMENT FOR PITTSBURGH-TORONTO SERVICE

Fiscal Year Ended March 31, 1996

Operating Revenue

	<u>On Segment Pittsburgh-Toronto</u>	<u>Beyond Segment</u>	<u>Total</u>
Passenger 1/	\$9,576,669	\$19,737,991	\$29,314,660
Mail 2/	130,109	268,160	398,269
Freight 3/	112,105	231,055	343,160
Excess Baggage 4/	13,352	27,519	40,872
Other Transport 5/	163,872	337,748	501,620
Transport Related Revenues 6/	535,952	1,104,623	1,640,575
Total Operating Revenues	\$10,532,059	\$21,707,096	\$32,239,155

Operating Expense

Fuels	\$830,297	-	\$830,297
Rentals - Flight	583,685	-	583,685
Flight Personnel	1,109,705	-	1,109,705
Other Flying Operations	59,884	-	59,884
Maintenance - Flight	540,472	-	540,472
Maintenance - Ground	381,048	-	381,048
Passenger Service	630,151	763,792	1,393,943
Aircraft and Traffic Servicing	2,658,465	-	2,658,465
Promotion and Sales	2,034,430	5,566,584	7,601,014
General and Administrative	252,880	-	252,880
Depreciation / Amortization - Flight	348,643	-	348,643
Depreciation / Amortization - Ground	277,848	-	277,848
Amortization - Preoperating Costs	31,498	-	31,498
Transport Related Expense	278,195	-	278,195
Total with Historic Costs	\$10,017,202	\$6,330,376	\$16,347,578

<u>Operating Profit or (Loss)</u>	\$514,857	\$15,376,721	\$15,891,577
-----------------------------------	-----------	--------------	--------------

1/ Source: US-404.

2/ Mail revenue estimated at 1.4% of passenger revenue based on USAir's Domestic division experience for the year ending Sept. 1994.

3/ Freight revenue estimated at 1.2% of passenger revenue based on USAir's Domestic division experience for the year ending Sept. 1994.

4/ Excess baggage revenue estimated at .1% of passenger revenue based on USAir's Domestic division experience for the year ending September 1994.

5/ Transport other revenue estimated at 1.7% of passenger revenue based on USAir's Domestic division experience for the year ending September 1994.

6/ Transport related revenues estimated at 5.6% of passenger revenue based on USAir's Domestic division experience for the year ending September 1994.

NOTE: EXHIBIT SOURCE UNIT COST US-402 AND OPERATING STATISTICS US-403.

USAIR'S DOMESTIC/TRANSBORDER UNIT COSTS

Docket 50168

US-402

Page 1 of 1

FISCAL YEAR ENDING SEPTEMBER 1994

Aircraft Type

Direct Operating Costs

	B-757	B-737	DC-9
(Per Revenue Block Hour)			
Fuel and Oil	\$594	\$427	\$487
Rental	\$442	\$345	\$113
Crew	\$789	\$674	\$696
Other Flying Operations	\$45	\$15	\$15
Maintenance Flight	\$351	\$464	\$650
Depreciation and Capital Leases	\$257	\$100	\$134
 Total Aircraft Operating Expense	 \$2,478	 \$2,026	 \$2,075

Indirect Operating Expense

Ground Property and Equipment

Maintenance	2.68	per gross ton departure
Depreciation	1.96	per gross ton departure

Passenger Service

Salaries, Personnel exp., Benefits, Pensions, Payroll Tax	7.23	per available seat mile (000)
Other Passenger Service	6.52	per revenue passenger mile (000)

Aircraft Servicing

Aircraft Servicing	5.67	per gross ton departure
Aircraft Control	28	per total block hour
Landing Fees	2.58	per gross ton departure

Traffic Servicing

Assigned to Passenger	571.66	per departure
Assigned to Cargo	416.24	per departure

Promotion and Sales

Passenger Commissions	9.01%	passenger revenue
Property Commissions	2.70%	property revenue
Other Reservations and Sales-Passenger	30.57	per (000) RPMS
Other Reservations and Sales-Cargo	22.36	per (000) freight RTMS

Advertising and Publiity

Passenger	1.00%	passenger, revenue in sched. services
Cargo	2.32%	property, revenue in sched. services

General and Administrative

178 per total block hour

Amortization other than flight equipment

22 per total block hour

Transport Related Expense

2.90% passenger, and freight revenue in sched. services

USAIR'S PITTSBURGH-TORONTO OPERATING STATISTICS

Fiscal Year Ended March 31, 1995

	<u>B-757</u>	<u>B-737</u>	<u>DC-9</u>	<u>All Types On Segment TOTAL</u>	<u>Off Segment</u>
Total Revenue Block Hours					
Scheduled	1,311	1	140	1,452	
Completed @ 98%	1,285	1	137	1,423	
Revenue Aircraft Departures					
Scheduled	1,322	1	141	1,464	1,464
Completed @ 98%	1,296	1	138	1,435	
Gross Ton Departures	128,260	97	13,680	142,037	
Available Seats	235,792	108	14,233	250,132	
Revenue Aircraft Miles	287,614	218	30,676	318,508	
Available Seat Miles (000)	52,346	24	3,160	55,529	
Passengers 1/ Freight 2/ Mail 2/				157,999 549 1,042	142,440 495 940
Revenue Passenger Miles (000)				35,076	117,228
Revenue Ton Miles (000)					
U.S. Mail				231	477
Freight				136	281
Total Mail and Freight				368	758
Fuel Gallons	1,406,816	768	112,911	1,520,495	
Seat Factor (%)				63.2%	

1/ Source: US-301.

2/ Estimated at .4 tons per flight for freight and .8 tons per flight for mail.

USAIR'S U.S.-TORONTO REVENUE FORECAST

<u>BETWEEN TORONTO AND:</u>	<u>USAIR 1/ FORECAST PASSENGERS YEAR ENDED MARCH 1996</u>	<u>FARE 2/</u>	<u>TOTAL ANNUAL REVENUE</u>	<u>PITTSBURGH- 3/ TORONTO SEGMENT</u>	<u>BEYOND 3/ SEGMENT</u>
AKRON/CANTON, OHIO	386	\$182	\$70,231	\$49,654	\$20,577
ALBANY, NEW YORK	134	\$206	\$27,651	\$10,422	\$17,229
ALBUQUERQUE, NEW MEXICO	988	\$220	\$217,326	\$28,050	\$189,276
ALLENTOWN, PENNSYLVANIA	914	\$195	\$178,314	\$85,683	\$92,631
ALTOONA, PENNSYLVANIA	124	\$128	\$15,871	\$11,365	\$4,505
ASHLAND, KY/HUNTINGTON	225	\$213	\$47,990	\$25,366	\$22,624
ATLANTA, GEORGIA, USA	934	\$217	\$202,780	\$60,023	\$142,757
AUSTIN, TEXAS, USA	867	\$284	\$246,106	\$37,994	\$208,112
BALTIMORE, MARYLAND	1,032	\$163	\$168,181	\$89,108	\$79,073
BINGHAMTON, NEW YORK	69	\$193	\$13,332	\$6,379	\$6,953
BIRMINGHAM, ALABAMA	578	\$229	\$132,431	\$35,636	\$96,795
BOSTON, MASSACHUSETTS	1,703	\$173	\$294,686	\$92,532	\$202,153
BURLINGTON, VERMONT	394	\$200	\$78,724	\$26,163	\$52,562
CHARLESTON, WEST VIRG	356	\$196	\$69,801	\$39,835	\$29,966
CHARLOTTESVILLE, VIRGINIA	432	\$192	\$82,956	\$45,926	\$37,030
CHARLOTTE, NORTH CAROLIN	3,208	\$237	\$760,206	\$287,996	\$472,210
CHICAGO, ILLINOIS, US	1,656	\$149	\$246,763	\$86,542	\$160,220
CINCINNATI, OHIO, USA	456	\$215	\$97,979	\$45,696	\$52,283
CLARKSBURG, WEST VIRGINIA	274	\$215	\$58,856	\$43,409	\$15,447
CLEVELAND, OHIO	2,969	\$116	\$344,387	\$224,205	\$120,182
COLUMBUS, OHIO, USA	1,930	\$190	\$366,733	\$215,383	\$151,350
CUMBERLAND, MARYLAND	155	\$157	\$24,333	\$17,539	\$6,794
DALLAS/FT. WORTH, TEX	2,074	\$229	\$474,942	\$81,545	\$393,398
DAYTON, OHIO, USA	501	\$177	\$88,657	\$43,835	\$44,822
DENVER, COLORADO, USA	2,867	\$240	\$688,093	\$99,322	\$588,771
DETROIT, MICHIGAN, US	987	\$126	\$124,333	\$64,490	\$59,842
ELMIRA, NEW YORK, USA	31	\$356	\$11,035	\$5,805	\$5,230
EVANSVILLE, INDIANA,	564	\$232	\$130,781	\$44,057	\$86,724
FLINT, MICHIGAN	989	\$191	\$188,942	\$75,577	\$113,365
FLINT, MICHIGAN, USA	293	\$198	\$57,921	\$26,567	\$31,354
FT. LAUDERDALE, FLORI	3,309	\$151	\$499,615	\$91,514	\$408,102
FT. MYERS, FLORIDA,	1,817	\$160	\$290,764	\$54,564	\$236,200
FT. WAYNE, INDIANA	833	\$202	\$168,273	\$75,468	\$92,805
GREENSBORO, WEST VIRGINIA	60	\$245	\$14,617	\$10,078	\$4,539
GREENSBORO/HIGH POINT	878	\$227	\$199,372	\$84,628	\$114,744
HAGERSTOWN, MARYLAND	225	\$242	\$54,544	\$34,400	\$20,144
HARRISBURG, PENNSYLVANIA	1,557	\$194	\$302,009	\$173,246	\$128,764
HARTFORD, CT/SPRINGFID	2,188	\$191	\$417,819	\$124,338	\$293,482
HOUSTON, TEXAS, USA	566	\$244	\$138,023	\$22,497	\$115,526
INDIANAPOLIS, INDIANA	1,584	\$197	\$312,122	\$123,955	\$188,166
ISLIP/LONG ISLAND, NE	285	\$209	\$59,486	\$23,087	\$36,399

USAIR'S U.S.-TORONTO REVENUE FORECAST

	USAIR 1/ FORECAST PASSENGERS YEAR ENDED	FARE 2/	TOTAL ANNUAL REVENUE	PITTSBURGH- 3/ TORONTO SEGMENT	BEYOND 3/ SEGMENT
<u>BETWEEN TORONTO AND:</u>	<u>MARCH 1996</u>				
JACKSONVILLE, FLORIDA	980	\$217	\$212,592	\$73,628	\$138,964
JOHNSTOWN, PENNSYLVANIA	52	\$185	\$9,558	\$7,497	\$2,060
KALAMAZOO, MICHIGAN,	838	\$194	\$162,548	\$67,199	\$95,349
KANSAS CITY, MISSOURI	2,119	\$232	\$491,650	\$108,712	\$382,939
KNOXVILLE, TENNESSEE	723	\$254	\$183,596	\$68,158	\$115,438
LANCASTER, PENNSYLVANIA	165	\$199	\$32,884	\$17,465	\$15,419
LANSING, MICHIGAN, US	406	\$159	\$64,587	\$28,114	\$36,473
LAS VEGAS, NEVADA, US	1,656	\$243	\$402,404	\$41,628	\$360,776
LEXINGTON/FRANKFORT	788	\$203	\$159,926	\$68,276	\$91,650
LOS ANGELES, CALIFORN	4,060	\$210	\$852,616	\$79,832	\$772,785
LOUISVILLE, KENTUCKY	1,735	\$239	\$414,628	\$162,341	\$252,287
LYNCHBURG, VIRGINIA	348	\$276	\$96,088	\$48,481	\$47,607
MANCHESTER, NH	658	\$176	\$115,868	\$36,905	\$78,963
MEMPHIS, TENNESSEE	776	\$249	\$193,293	\$48,652	\$144,641
MIAMI, FLORIDA, USA	2,706	\$145	\$392,313	\$70,750	\$321,563
MILWAUKEE, WISCONSIN	3,206	\$182	\$583,517	\$194,214	\$389,303
MINNEAPOLIS/ST.PAUL	4,106	\$245	\$1,005,849	\$232,119	\$773,730
MORGANTOWN, WEST VIRGINI	148	\$242	\$35,771	\$28,565	\$7,206
NASHVILLE, TENNESSEE	1,606	\$228	\$366,205	\$120,619	\$245,586
NEW ORLEANS, LOUISIAN	3,000	\$185	\$555,017	\$107,988	\$447,030
NEW YORK/NEWARK	4,844	\$143	\$692,660	\$285,819	\$406,841
NEWBURGH, NEW YORK	246	\$182	\$44,739	\$18,291	\$26,448
NEWPORT NEWS/HAMPTON	252	\$220	\$55,347	\$23,766	\$31,581
NORFOLK, VIRGINIA, US	526	\$219	\$115,166	\$47,346	\$67,820
OIL CITY/FRANKLIN, PA	31	\$265	\$8,214	\$6,332	\$1,882
ORLANDO, FLORIDA, USA	8,156	\$144	\$1,174,475	\$249,267	\$925,208
PARKERSBURG, WEST VIRGINI	238	\$249	\$59,174	\$39,929	\$19,245
PHILADELPHIA, PA	2,635	\$167	\$440,041	\$205,229	\$234,812
PHOENIX, ARIZONA, USA	5,296	\$217	\$1,149,151	\$124,445	\$1,024,706
PITTSBURGH, PENNSYLVANIA	15,559	\$127	\$1,975,964	\$1,975,964	\$0
PORTLAND, MAINE, USA	868	\$194	\$168,316	\$48,717	\$119,598
PROVIDENCE, RHODE ISL	257	\$189	\$48,562	\$15,924	\$32,638
RALEIGH/DURHAM, NC	2,036	\$240	\$488,708	\$196,546	\$292,163
RADING, PENNSYLVANIA	173	\$201	\$34,836	\$17,819	\$17,017
RICHMOND, VIRGINIA	859	\$202	\$173,466	\$81,935	\$91,531
ROANOKE, VIRGINIA, US	528	\$221	\$116,599	\$59,233	\$57,366
SAGINAW, MICHIGAN, US	309	\$171	\$52,894	\$22,980	\$29,915
SAN ANTONIO, TEXAS	432	\$237	\$102,480	\$15,087	\$87,394
SAN DIEGO, CALIFORNIA	4,675	\$215	\$1,005,122	\$95,317	\$909,805
SAN FRANCISCO, CA	2,021	\$223	\$450,694	\$40,182	\$410,512
SAN JUAN, PUERTO RICO	1,468	\$249	\$365,530	\$32,840	\$332,690

USAIR'S U.S.-TORONTO REVENUE FORECAST

<u>BETWEEN TORONTO AND:</u>	<u>USAIR 1/ FORECAST PASSENGERS YEAR ENDED MARCH 1996</u>	<u>FARE 2/</u>	<u>TOTAL ANNUAL REVENUE</u>	<u>PITTSBURGH- 3/ TORONTO SEGMENT</u>	<u>BEYOND 3/ SEGMENT</u>
SANTA ANA, CALIFORNIA	1,414	\$299	\$422,637	\$39,926	\$382,711
SARASOTA/BRADENTON, FL	1,219	\$144	\$175,514	\$34,421	\$141,094
SCRANTON/WILKES-BARRE	670	\$204	\$136,700	\$66,844	\$69,855
SEATTLE, WASHINGTON	3,374	\$268	\$904,132	\$85,050	\$819,082
SOUTH BEND, INDIANA	1,155	\$203	\$234,490	\$92,299	\$142,191
STATE COLLEGE, PENN	147	\$200	\$29,497	\$19,547	\$9,950
ST. LOUIS, MISSOURI	3,112	\$211	\$656,656	\$186,655	\$470,001
TAMPA, FLORIDA, USA	12,878	\$133	\$1,712,710	\$347,870	\$1,364,840
TOLEDO, OHIO, USA	333	\$181	\$60,298	\$30,562	\$29,736
WASHINGTON, D.C., USA	1,073	\$176	\$188,815	\$97,030	\$91,785
WEST PALM BEACH, FL	3,120	\$165	\$514,805	\$97,681	\$417,124
WHITE PLAINS, NEW YOR	154	\$226	\$34,798	\$13,919	\$20,879
WILLIAMSPORT, PENN.	280	\$269	\$75,338	\$42,666	\$32,672
YOUNGSTOWN, OHIO, USA	121	\$172	\$20,734	\$15,872	\$4,862
TOTAL	151,923		\$28,187,155	\$9,208,330	\$18,978,825
Interline Connections	6,077	\$186	\$1,127,505	\$368,339	\$759,165
Grand Total	158,000		\$29,314,660	\$9,576,669	\$19,737,991

1/ SOURCE: US-301.

2/ US-262 and DATA BANK 1A.

3/ BASED ON MILEAGE.

Response to Interrogatories

1. Will the carrier, if selected as backup, accept a condition in its certificate which (a) permits it to implement authority within the first year should the primary carrier withdraw from the market, and (b) expires at the end of one year should the authority not be activated?

Response: Yes.

2. Will the carrier selected for primary authority accept a condition in the certificate requiring institution of service by a date specified by the Department? What date should the Department specify?

Response: Yes; immediately.

LAW OFFICES
ZUCKERT, SCOUTT & RASENBERGER
888 SEVENTEENTH STREET, N.W.
WASHINGTON, D.C. 20006-3959
TELEPHONE : (202) 298-8660
FACSIMILES: (202) 342-0683
(202) 342-1316

DEPARTMENT OF TRANSPORTATION
95 MAR 20 PM 4:22
DOCKET SECTION

March 20, 1995

BY HAND

Ms. Myrna F. Adams, Chief
Docket Section
U.S. Department of Transportation
400 Seventh Street, S.W., Room PL-401
Washington, D.C. 20590

Re: U.S.-Toronto Service Proceeding (Docket 50168);
Corrections to Direct Exhibits of USAir, Inc.

Dear Ms. Adams:

Enclosed with this letter for filing are several revised exhibit pages containing minor corrections to the Direct Exhibits of USAir, Inc. filed March 14, 1995 in the above-referenced proceeding as follows:

- US-300-Revised page 1 corrects typographical errors pertaining to the traffic growth forecast period. This correction does not alter USAir's traffic growth forecast;
- US-301-Revised pages 1-3 include eight (8) points (Memphis, Miami, Milwaukee, Minneapolis/St. Paul, Morgantown, Nashville, New Orleans and New York/Newark) that were included in USAir's traffic and revenue calculations (Exhibits US-301 and US-404) but inadvertently omitted during the printing of USAir's Exhibit US-301. This correction does not alter USAir's total forecast traffic or revenue figures; and
- US-404-Revised page 3 contains three source footnotes that were inadvertently omitted during the printing of USAir's Exhibit US-404.

USAir apologizes for any inconvenience these inadvertent omissions may have caused the Department or any party to this proceeding. USAir is serving this letter

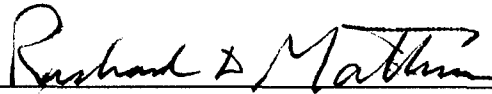
ZUCKERT, SCOUTT & RASENBERGER

and the revised exhibit pages by facsimile and by U.S. mail on all parties on the attached service list.

Thank you for your assistance in this matter.

Sincerely,

ZUCKERT, SCOUTT & RASENBERGER, L.L.P.

A handwritten signature in cursive script, appearing to read "Richard D. Mathias", is written over a horizontal line.

Richard D. Mathias
Cathleen P. Peterson

Counsel for USAir, Inc.

Enclosures

cc: Docket 50168
Service List parties

Certificate of Service

I certify that I served the foregoing corrections to the Direct Exhibits of USAir, Inc.

this day by facsimile and by U.S. mail, postage prepaid, upon the following:

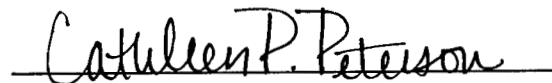
R. Bruce Keiner, Jr.
Crowell & Moring
1001 Pennsylvania Avenue, N.W.
Washington, D.C. 20004

Robert E. Cohn
Shaw, Pittman, Potts
& Trowbridge
2300 N Street, N.W.
Washington, D.C. 20037

Megan Rae Poldy
Associate General Counsel
Northwest Airlines, Inc.
901 15th Street, N.W.
Suite 310
Washington, D.C. 20005

Richard J. Fahy, Jr.
Consulting Attorney
Trans World Airlines, Inc.
808 17th Street, N.W.
Suite 520
Washington, D.C. 20006

Bill Alberger
Stoel Rives Boley Jones & Grey
1275 K Street, N.W.
Suite 1100
Washington, D.C. 20005


Cathleen P. Peterson

March 20, 1995